

THE JOURNAL WITH ENTERPRISE

1<sup>p</sup>

# MotorCycling



**O**WING to the heavy demand by the War Office, Admiralty, and Marconi, for the

## Douglas

our output to the public has necessarily been greatly curtailed. We crave the indulgence of all those disappointed, and beg you to remember a good thing is worth waiting for.

**D**OUGLAS BROTHERS, . . . . . KINGSWOOD, BRISTOL.  
Telegrams—"Douglas, Kingswood, Glos."  
LONDON—39, Newman Street, W. Telephone—4687 Bristol.  
PARIS—190, Boulevard Perrière.

REPRODUCED 15



# The JONES SPEEDOMETER

The **New Competition** Motorcycle Type, Model 12.

One announcement of the New "**JONES**" at 55/- was enough to flood us with orders. It has had its effect already on the prices of makers of other instruments, who are tumbling their prices down in great distress.

Before you are persuaded for the sake of a few shillings to take the other kind, have the curiosity to compare it with a Jones. We **rest secure** in your judgment.

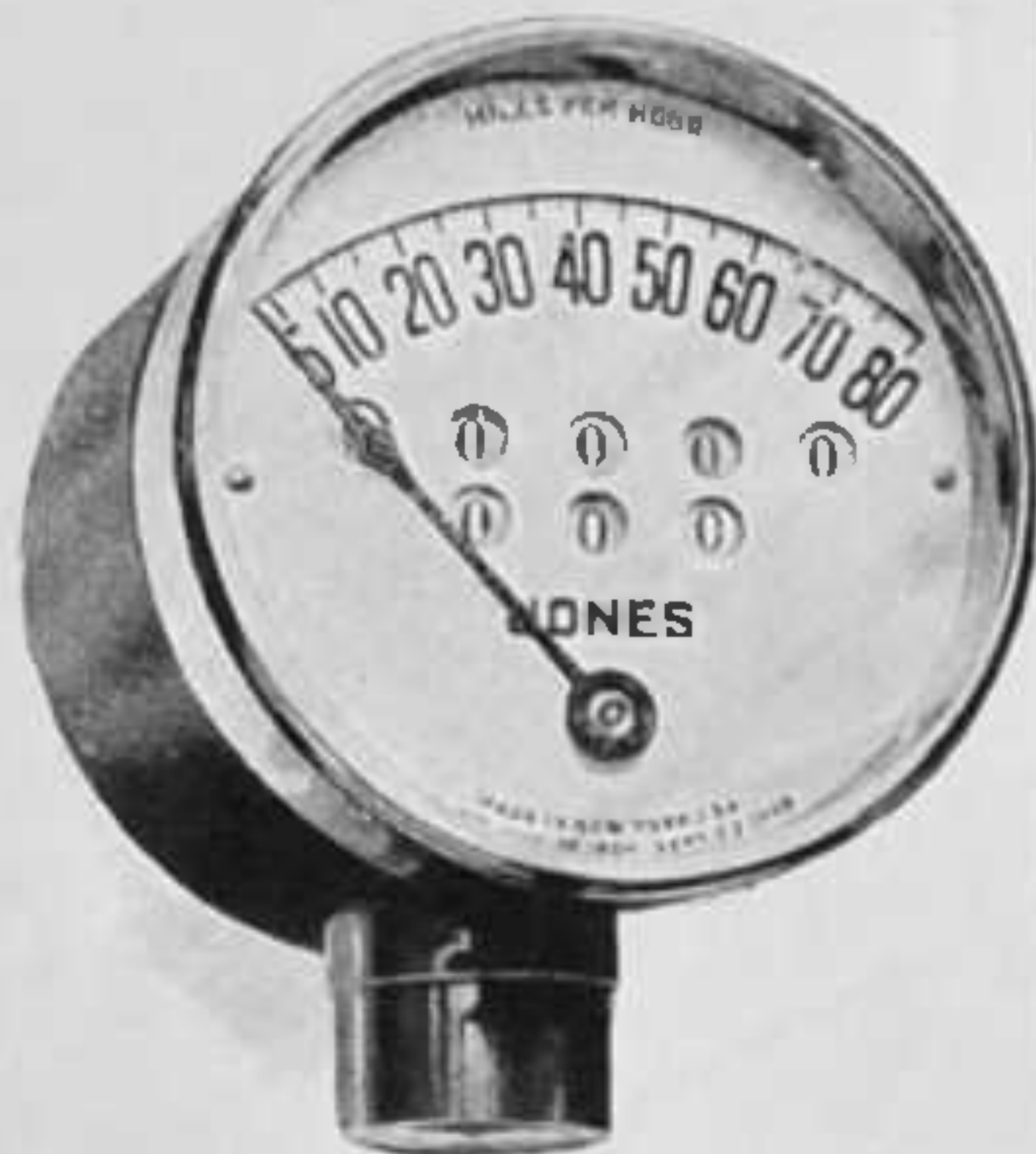
In All-Black Finish with Black Metallic Flexible Sheathing and all fittings complete.

Showing:—

**Total and Trip Mileage.**

**Speed to 80 m.p.h.**

**Price £2 - 15 - 0**



MARKT & CO. (London), Ltd., 98-100, Clerkenwell Rd., E.C.

# THE LONG HORN

Purely Mechanical—Hand Actuated.

**Reduced Price for 1915**

Motorcycle Type in black finish—its outstanding feature is **RELIABILITY**. Does not depend on delicate electrical apparatus, uncertain in its action and expensive to maintain.

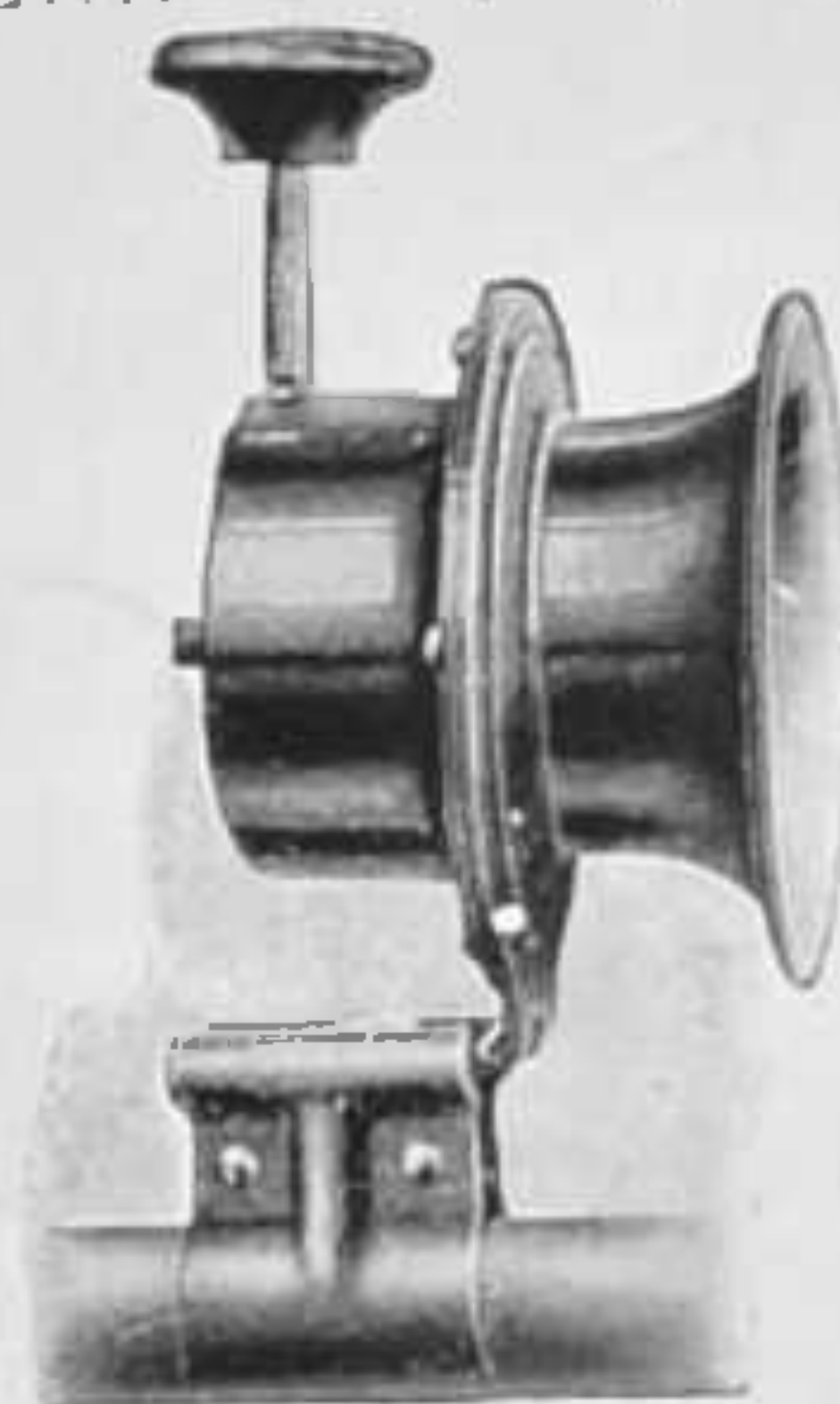
Its response to a touch is instantaneous, and the volume of sound is completely under the operator's control.

**Note Special Reduced Price:**

**£1 - 5 - 0**

Can be fitted in a few minutes.

MARKT & CO. (London), Ltd., 98-100, Clerkenwell Rd., E.C.



**Compound Patches, from 1/- per doz.**  
No Vulcanisation necessary.



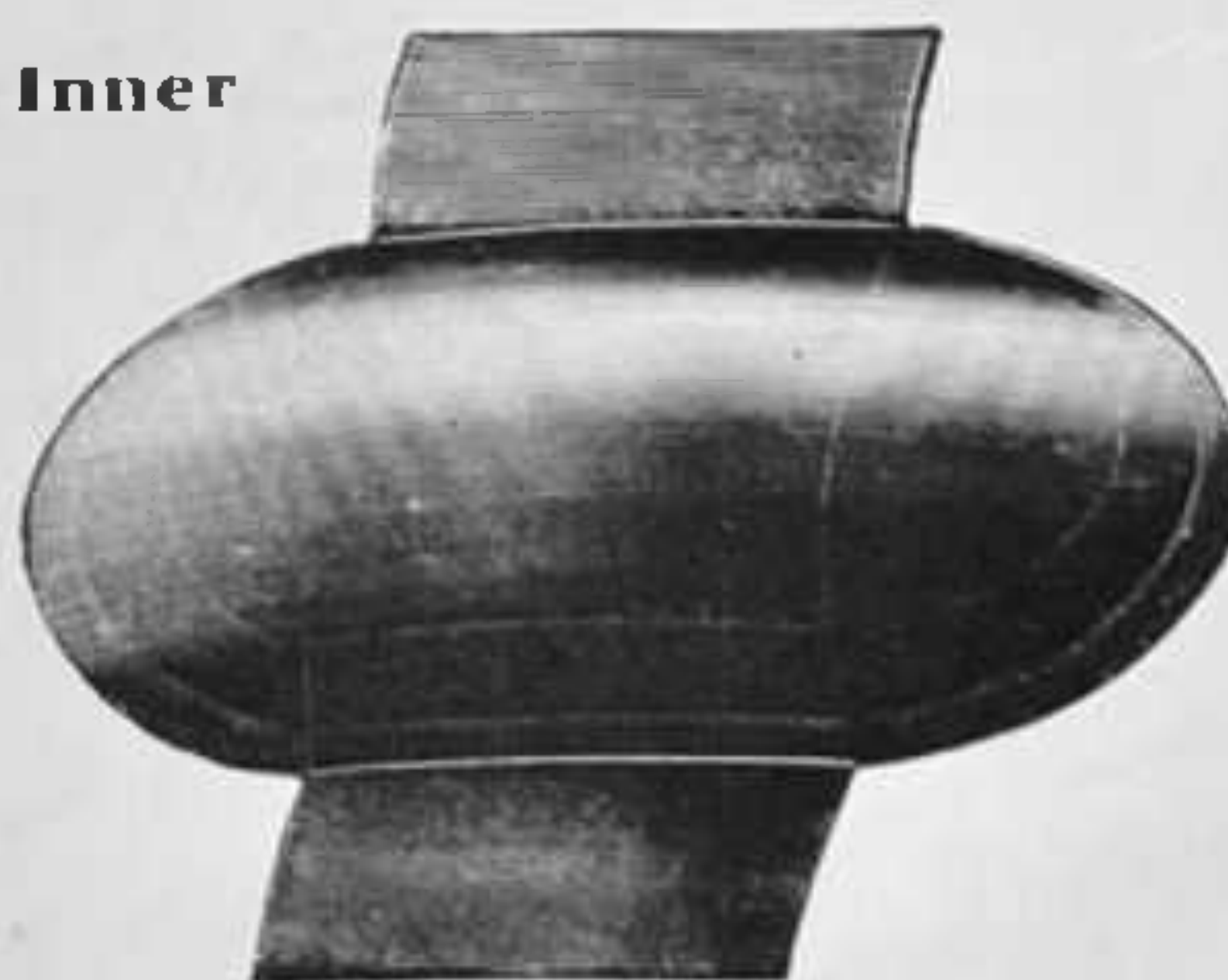
**Motorcycle Tyre Gaiter.**

For 2 1/2 in. Tyres, 1/5 each.  
2 1/4 in. 1/0

**"HERMETIC" Inner Tyre Shield.**

Shaped to exactly fit the tyre, with flaps to extend round the bead to keep patch in position. Rubber coated and very strong.

From 7d. each.



**"HERMETIC" SPECIALITIES—for quick and efficient tyre repairs.**

They are trouble savers, time savers, and money savers. All are of best quality and manufacture, and are guaranteed to be thoroughly reliable. Supplied by all motorcycle agents.

**The Self-Sealing Rubber Co., Ltd., Hermetic Works, Birmingham.**



*"In a word, it's perfect."*

An experienced motorist says of the  
**Alldays "Allon" 2-Stroke Lightweight**

"I offer you my congratulations on the running as well as on the perfect appearance and finish of the machine. In a word, it's perfect. Beautiful workmanship is everywhere apparent, and in comfort, ease of control, steadiness, speed, and hill-climbing, it is faultless."

*A few Special Features of the "Allon."*

**Engine:** (Patented). All working parts easily detached for cleaning or inspection. Long Bearings. All independently fed with oil by semi-automatic drip feed. Inside fly-wheels. All parts accurately machined.

**Simple:** Few working parts. No valves or springs.

**Economical:** Over 100 miles to the gallon.

**Speedy and Comfortable.**

**Frame:** Designed to give low position.

**Well Mudguarded. Comfortable**

**Saddle. Countershaft Drive.**

**Price:** Single Speed £30

Two-speed £37

Two-speed, Hand-controlled £40

*Send to-day for free Catalogue  
 containing full particulars of all our models, viz.,*

**"ALLON" and "MATCHLESS" 3½ h.p. and 6-8 h.p. Motorcycles.**

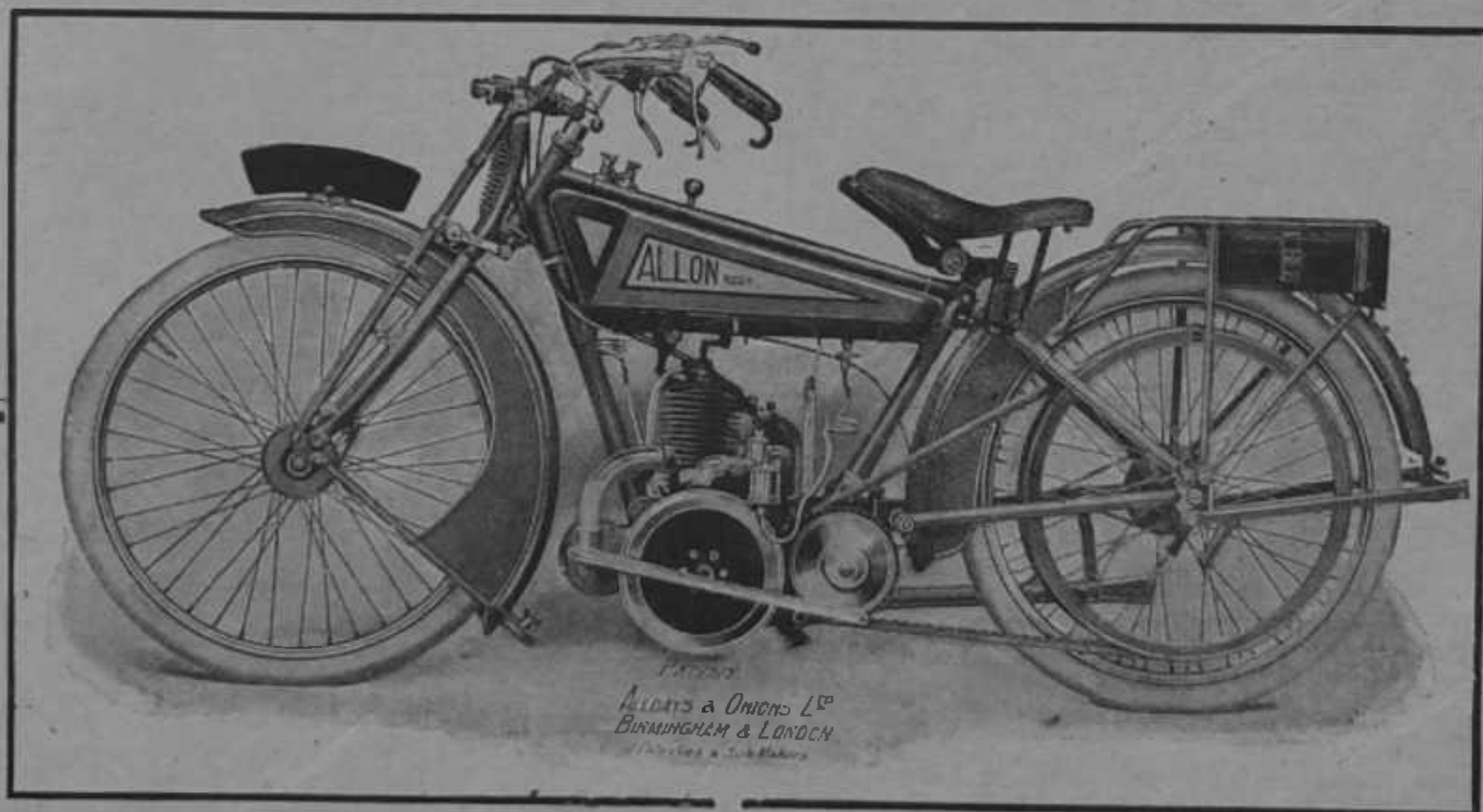
**ALLDAYS & ONIONS** (Pneumatic Engineering) **Co., Ltd.**

*Estb. 1650.*

Matchless Works, BIRMINGHAM.

LONDON

58, Holborn Viaduct, E.C.



KINDLY MENTION "MOTOR CYCLING" WHEN CORRESPONDING WITH ADVERTISERS.



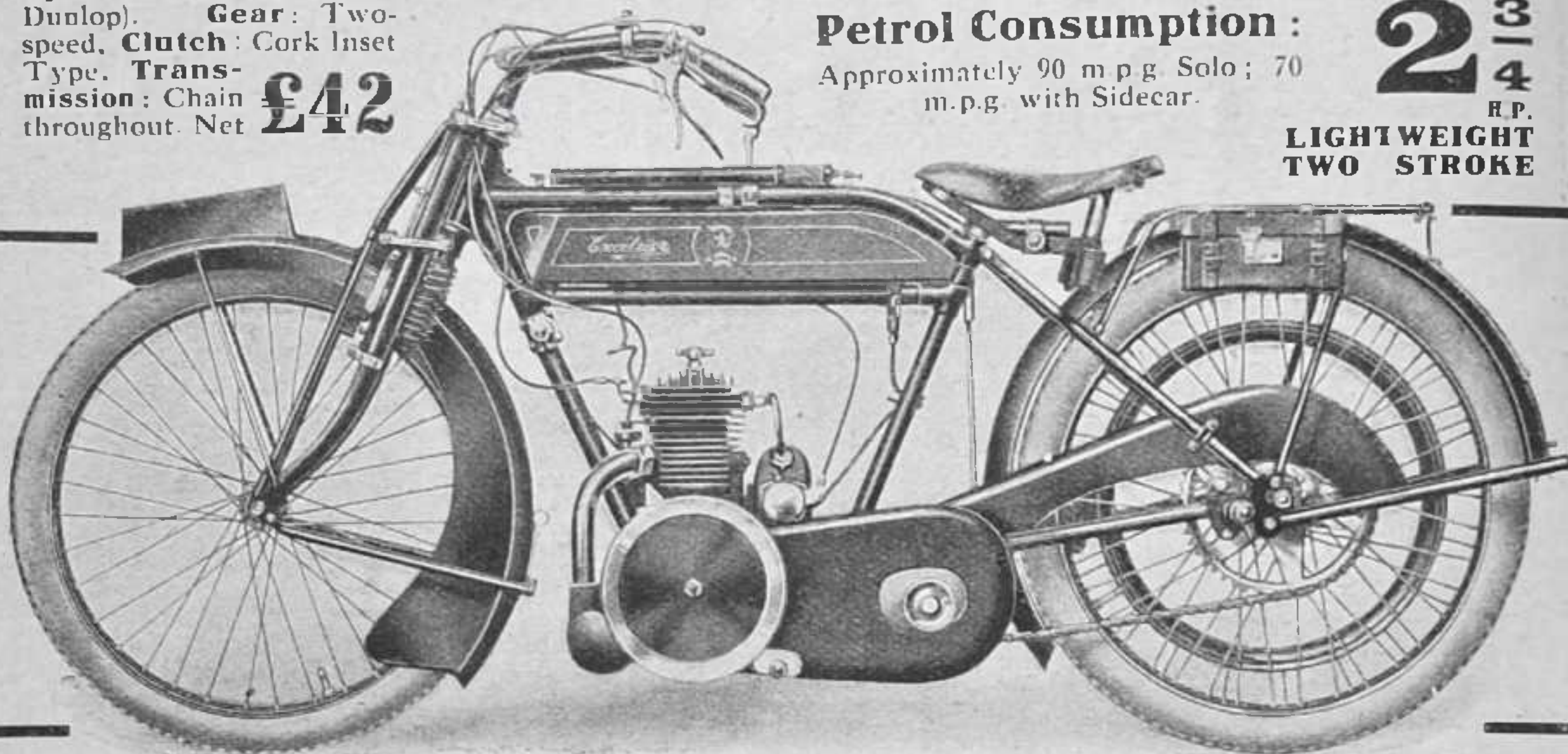
Engine: 2½ h.p. Frame: suitable for light sidecar work. Forks: Druid. Tyres: Palmer Studded (or Dunlop). Gear: Two-speed. Clutch: Cork Inset Type. Transmission: Chain throughout. Net **£42**

## The . . . **EXCELSIOR**

Petrol Consumption :  
Approximately 90 m.p.g. Solo ; 70  
m.p.g. with Sidecar.

**2**<sup>3</sup>/<sub>4</sub>

R.P.  
**LIGHTWEIGHT  
TWO STROKE**



**Bayliss  
Thomas & Co.**

**Excelsior  
Works**  
(Founded 1874)  
**Coventry.**

Agents : London: H. Taylor & Co., Store St., W.C. (Sole Agents). Birmingham: C. Hefford, 156, Ladypool Road. Northampton: G. Loveday & Co., 2, Kingsley Park Terrace. Bedford: H. Bristowe & Co., 47, St. Peter's. Manchester: Reynolds Bros., 33, Downing St., Ardwick. Liverpool: Hall & Bascombe, 165, Duke St. Sheffield: H. Eggington, 9, Commonsides. Hull: Mehew & Bailey, 38, Charlotte St. Lowestoft: A. Parr, High St. Lancaster: B. Townley, Townley's Garage. Plymouth: B. Hearnly, 70, Ebrington St. Blackburn: J. McLellan, 27, Boland Street. Glasgow: W. Scott & Son, 153, North St.

Godbolds.

## The cautious rider will invest in an **"IXION"**

—either Gent or Lady—because they KNOW that this is THE machine to rely on to render conspicuous service.

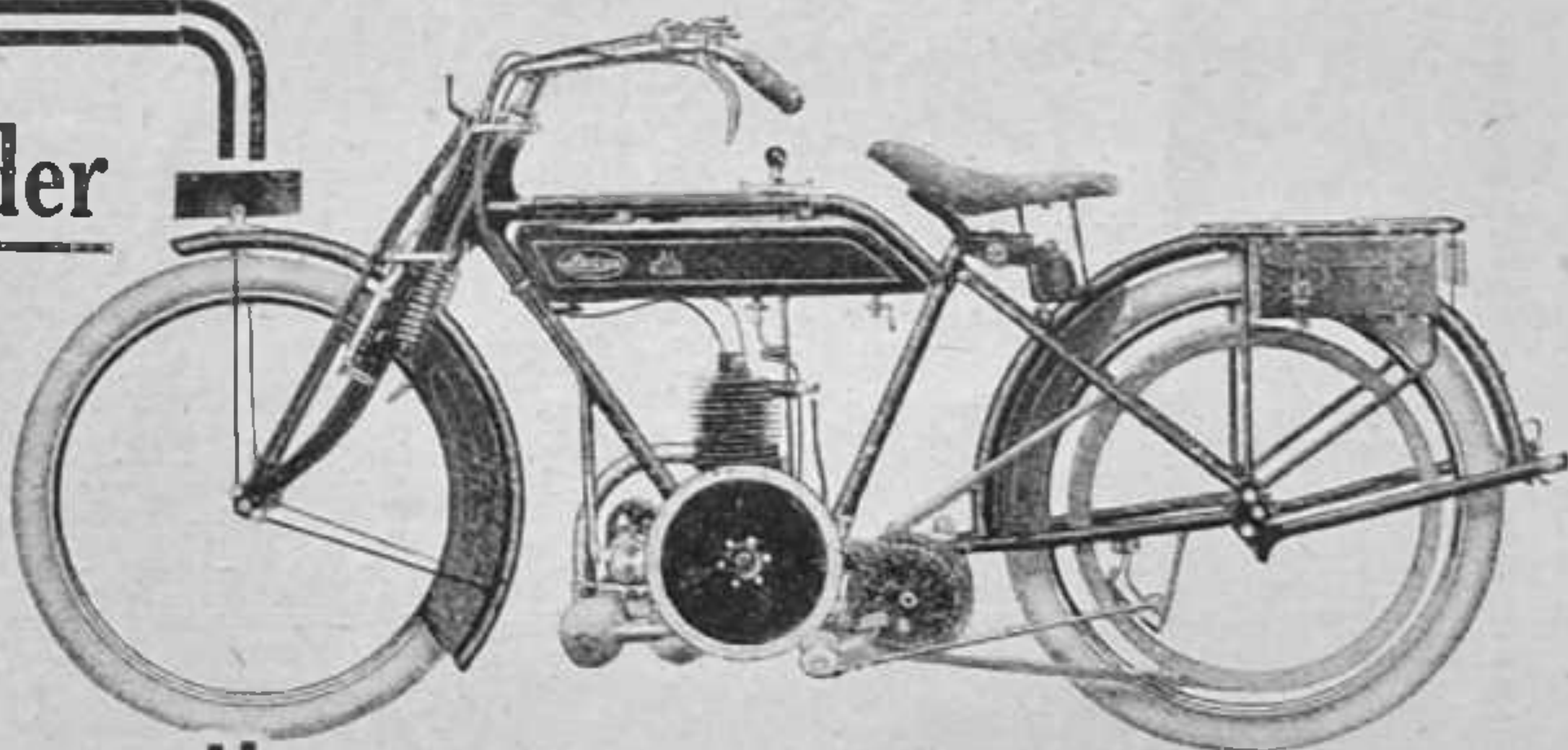
The IXION has been evolved after years of close study—combined with high-class manufacturing experience. Our models allow the rider to start leisurely away on the low gear, and permit the slowest pace for traffic riding. Graceful in design, and ensuring the rider's perfect comfort—they are Light, Easily Handled, and absolutely Dependable Mounts.

**GENT'S, price, £32 : 10 : 0**  
**LADIES' ,, £36 : 0 : 0**

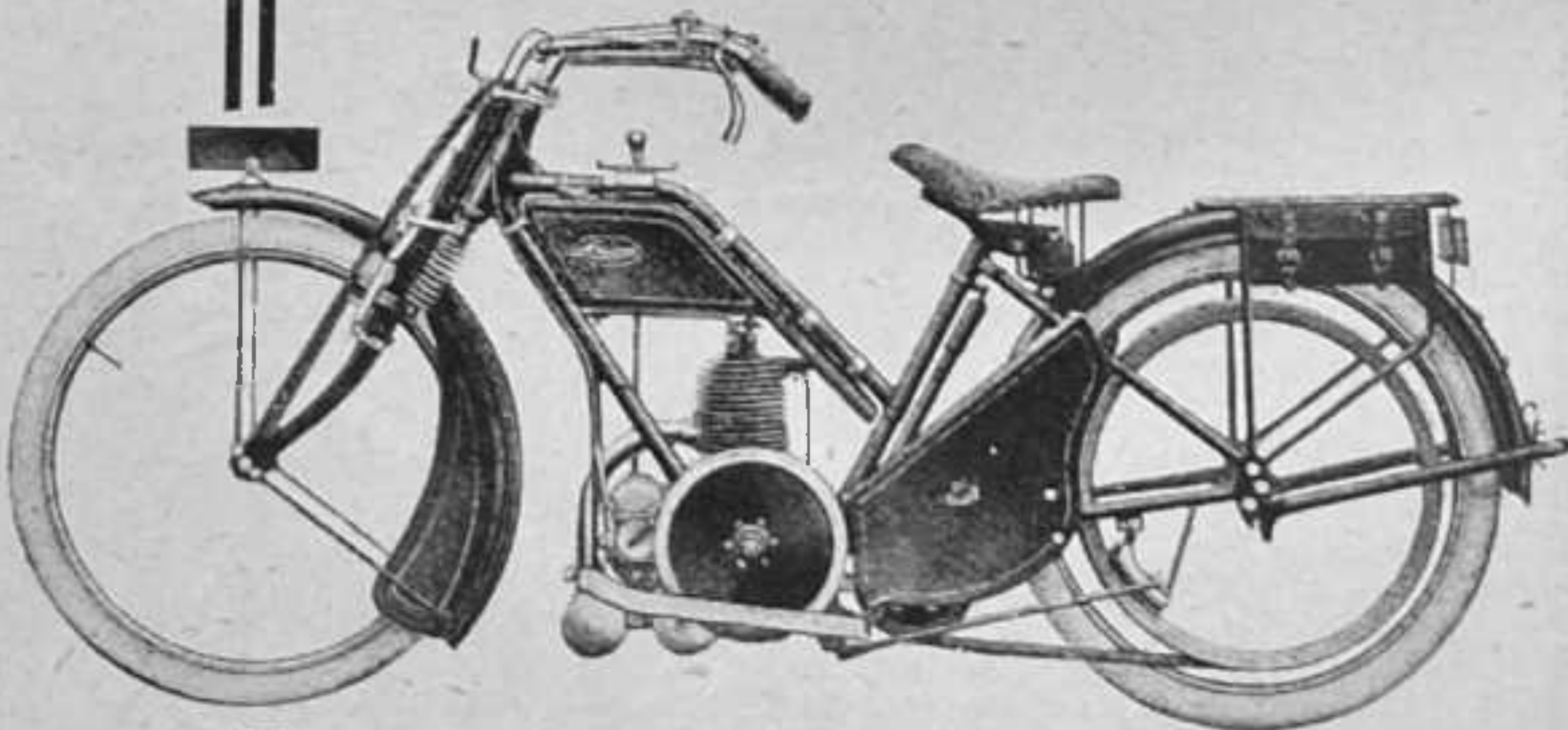
exactly as illustrations—which note—and remember that the distinctiveness portrayed here is carried out to the minutest detail in every IXION model.

Now ask for copy of our new Art "Booklet of the IXION"—giving full particulars of all the IXION Models.

**The IXION MOTOR MANUFACT'NG  
CO., Gt. Tindall St., Ladywood, BIRMINGHAM.**  
Telephone—Mid 2384. Telegrams—"IXION, Bham."  
London Agent: William Whiteley, Ltd., Queen's Rd., W.



Model B. 2½ h.p. Two-Stroke, Two-Speed, Gent's.



Model D. 2½ h.p. Two-Stroke, Two-Speed, Ladies'.



# Monopole

**28** Guineas.

THE SOUND  
CONSTRUCTIONAL DETAILS—  
THE HIGH-GRADE EQUIPMENT—  
THE EXQUISITE FINISH—ALL  
COMBINE TO PLACE THE  
**MONOPOLE 2½ h.p. TWO-STROKE**

**AHEAD OF  
ALL RIVALS**

*Write TO-DAY  
for Full List.*

**MONOPOLE**  
CYCLE & MOTOR CO., LTD.,  
Foleshill, COVENTRY.



**Levis logic**

**No. 2 Starting right**

***A good start is half the race***

**I**N making the Levis two-stroke engine, we get off the mark well by using the best raw material procurable—proving it to be the best by test.

And by using the tested best we can, and do, work to very fine limit gauges—unusually fine for motorcycle construction.

Result—long engine life under best running conditions.

And yet you can buy a Levis two-stroke from £25 - 10 - 0. The 28-page Levis book and other Levis literature—yours free for the asking

BUTTERFIELDS, LIMITED, STECHFORD, BIRMINGHAM.



# Levis





# A.J.S.

The famous Machine which embodies every feature essential for Safe Town Riding and Perfect Touring.

Carefully note all these features listed below—think of the magnificent service such features collectively MUST ensure—and then remember that they are UNOBTAINABLE ELSEWHERE.

INTERCHANGEABLE DETACHABLE WHEELS (A.J.S. Patent), with undisturbed Speedometer Drive. REAR, FRONT, SPARE, and SIDECAR WHEELS, ALL INTERCHANGEABLE. THE Famous "A.J.S." ENGINE (our own make). ALL-ENCLOSED WEATHER-PROOF CHAIN TRANSMISSION, permitting instant inspection. THREE-SPEED COUNTERSHAFT GEAR, Ball bearings throughout. Gears running in Oil Bath. GEAR CHANGE ("A.J.S." Patent) with positive stop for each Gear. HANDLEBAR-CONTROLLED CLUTCH. Multiple Plate with Cork Insets. FOOT-STARTER, all enclosed. INTERNAL EXPANDING REAR BRAKE, very powerful. SCIENTIFIC "STRAIGHT TUBE" FRAME, with specially long Steering Head. PATENT SPRING FORK (Incorporating wide mudguard), ABSORBING HORIZONTAL AND VERTICAL SHOCKS ADJUSTABLE to control Side Play and Spring Action. PROTECTIVE MUDGUARDS, Front having widely-splayed Valances and Splash, enclosing FORK. DIRECT LUBRICATION TO MAIN BEARINGS AND BIG END as in Car practice. LARGE PETROL AND OIL CAPACITY. HEAVIEST SECTION TYRES on FLAT-BASE RIMS. "A.J.S." WEATHERPROOF FINISH.

Silence, Smooth Motion, Perfect Balance—Simple Control. Easy Starting. Slow Traffic Running—Quick Acceleration—High Speed. Entire Absence of vibration at all Speeds. Accessibility. Reliability.

**MADE IN FOUR MODELS—COVERING THE NEEDS OF ALL RIDERS.**

**MODEL D. THE PASSENGER MACHINE.** 6 h.p. Twin-cylinder. 750 c.c. 3 SPEEDS. Price: MOTOR CYCLE 72 Guineas. COACHBUILT SIDECAR to suit, 16 Guineas.

**MODEL A. SOLO OR SIDECAR MACHINE.** 4 h.p. Twin-cylinder. 550 c.c. 3-SPEEDS. Price: MOTOR CYCLE, 66 Guineas. COACHBUILT SIDECAR to suit, 15 Guineas.

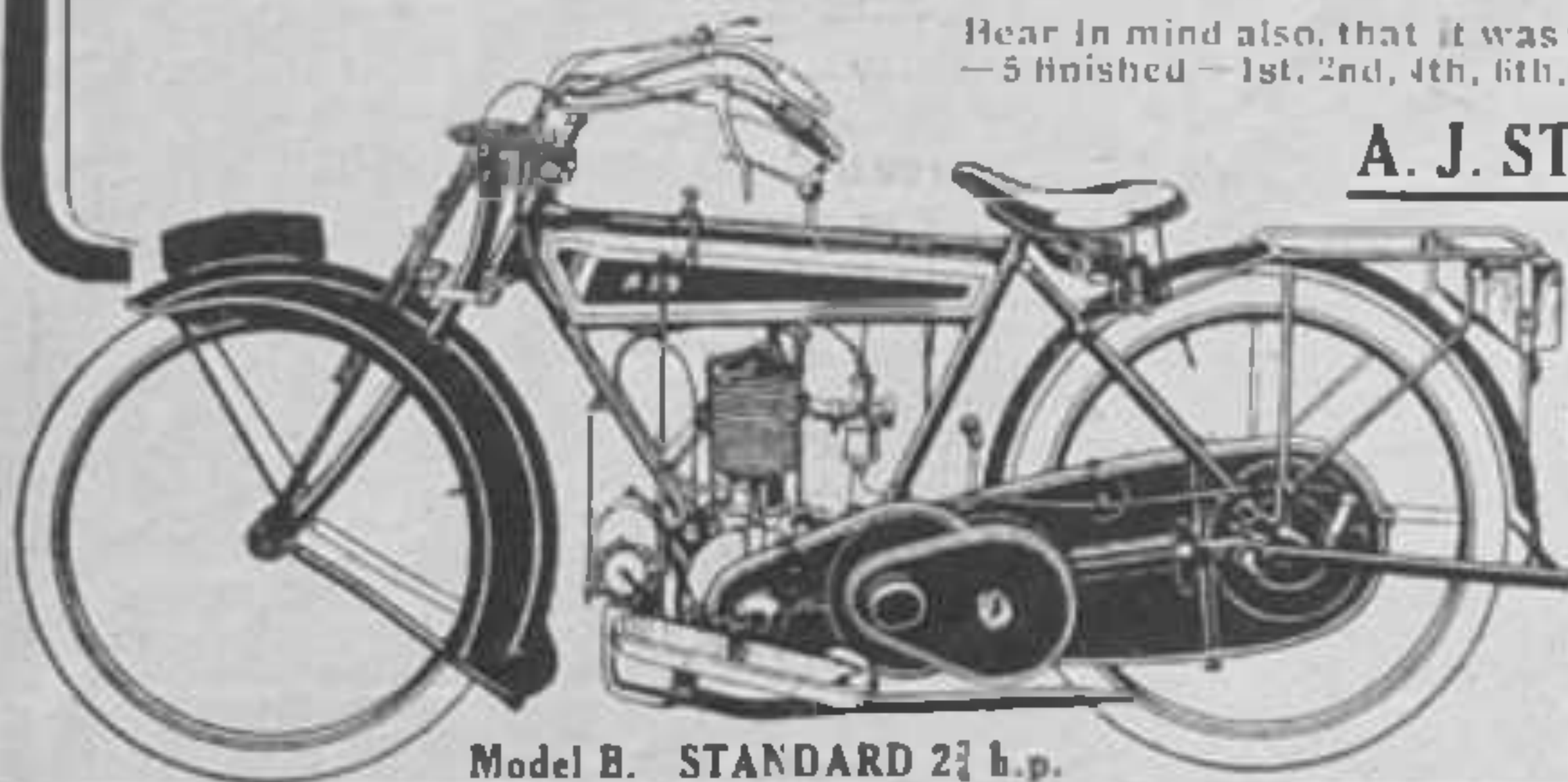
**MODEL B. STANDARD. SOLO MACHINE.** 2½ h.p. Single-cylinder. 350 c.c. 3 SPEEDS. Price: 50 Guineas, 2 SPEEDS, 47 Guineas.

**MODEL B. "T.T." SPORTING. THE MACHINE FOR RACING, HILL CLIMBS, etc.** 2½ h.p. Single-cylinder. High Speed 350 c.c. 3 SPEEDS. Price: 60 Guineas, 2 SPEEDS, 47 Guineas.

Bear in mind also, that it was the A.J.S. machine that WON THE 1914 JUNIOR T.T. RACE last May (5 started—5 finished—1st, 2nd, 4th, 6th, 29th). Decide to ride the A.J.S. during 1915, and let us send you our Catalogue.

**A. J. STEVENS & Co. (1914), Ltd., Retreat St., Wolverhampton.**

London Agent: H. Taylor & Co., Ltd., Store St., Tottenham Court Rd.

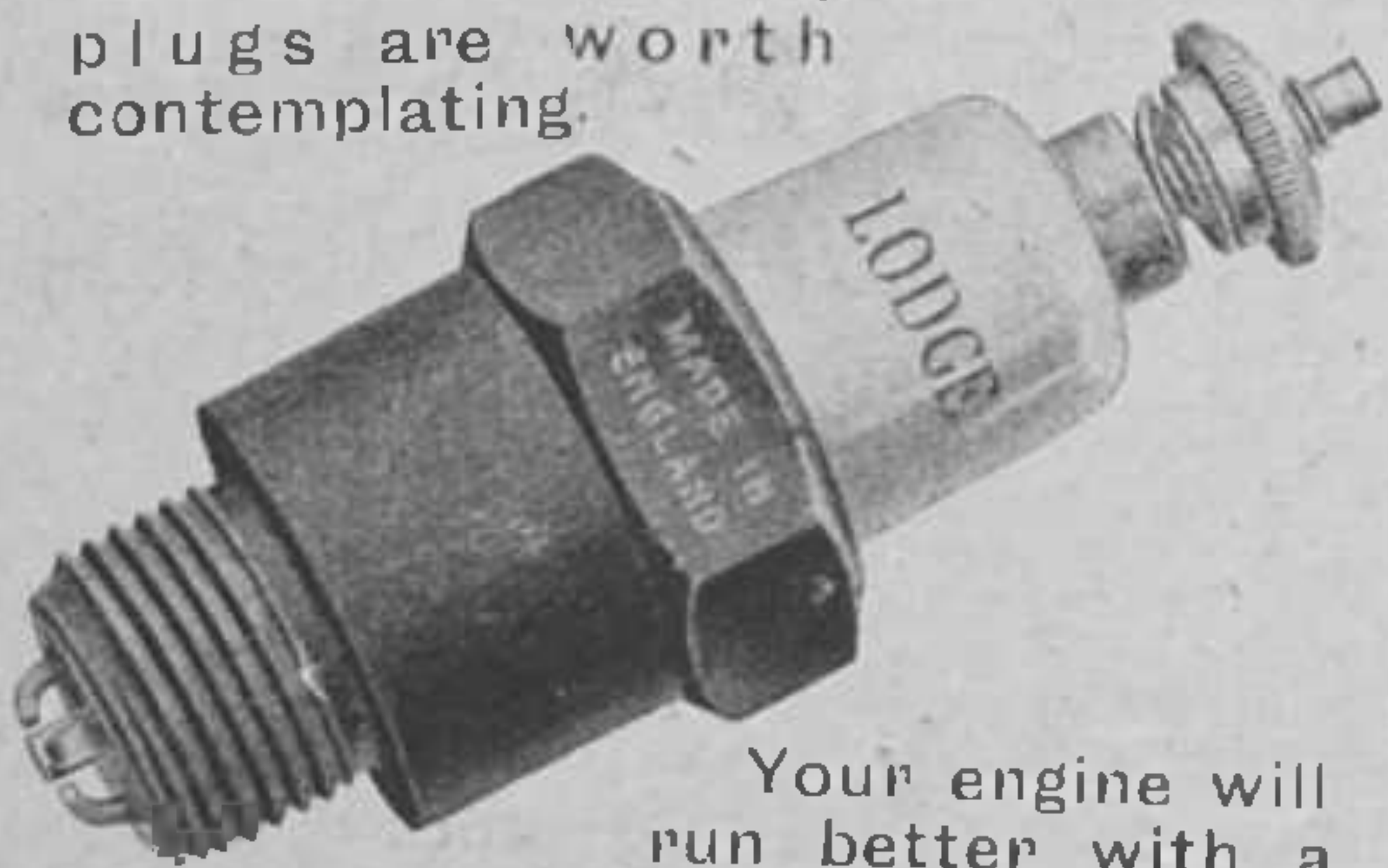


Model B. STANDARD 2½ h.p.

**Manufactured throughout at our own Works.**

❏ The old idea that any plug would do so long as it would give a spark at all is dead—killed by long and bitter experience with cheap plugs.

❏ To-day it is an acknowledged fact that none but the *best* plugs are worth contemplating.



Your engine will run better with a

## LODGE

PLUG

than with any other sparking plug in the world.

**4/-** each. Stocked by all Dealers.

The LODGE SPARKING PLUG CO., Ltd., Birmingham.

World's  
Lightweight  
Sidecar  
Record  
Holder.

# RALLY

No Goods  
Genuine  
without  
this  
Mark.

Approve its Lines!

Test its Comfort!!

Read of its Successes!!!

Know it holds World's Records!!!!

And SPECIFY A "RALLY"!!!!!!

The Much Admired  
Lightweight Touring

1915  
Model



Side entrance, seat over tool box, storm apron, wheel and tyre £10 15s.

Write for lists.

FAMILY  
TOURING  
MODEL



Double  
Purpose  
Two  
Seater

EXTRAS—

Head, 65/-

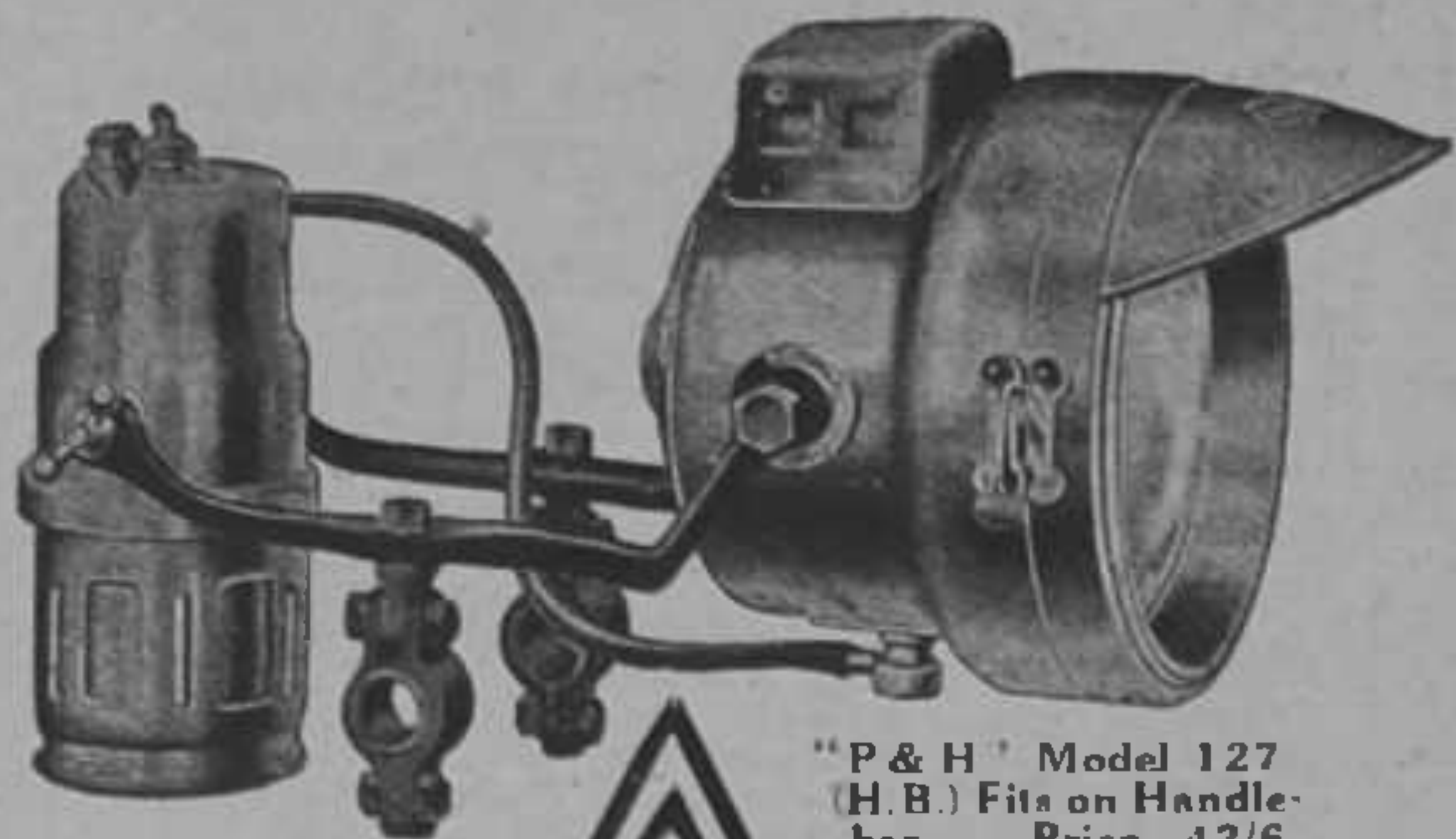
Wind Screen, 25/-

Hooded Apron, 15 6

With 26 x 2½ Tyre, £16

RALLY SIDECARS, Forward Works, Sparkbrook, BIRMINGHAM.





"P & H" Model 127  
(H.B.) Fits on Handle-  
bar. Price. 42/6.

△  
It's  
well  
worth  
your while

to call on the  
nearest Motorcycle  
Agent and ask to see  
that Lamp. It's the  
finest and most Depend-  
able headlight made to-day,  
and you will be charmed  
with its handsome design and  
excellent finish—a splendid example  
of High-class BRITISH workman-  
ship and manufacture.

## "P & H" Model 127

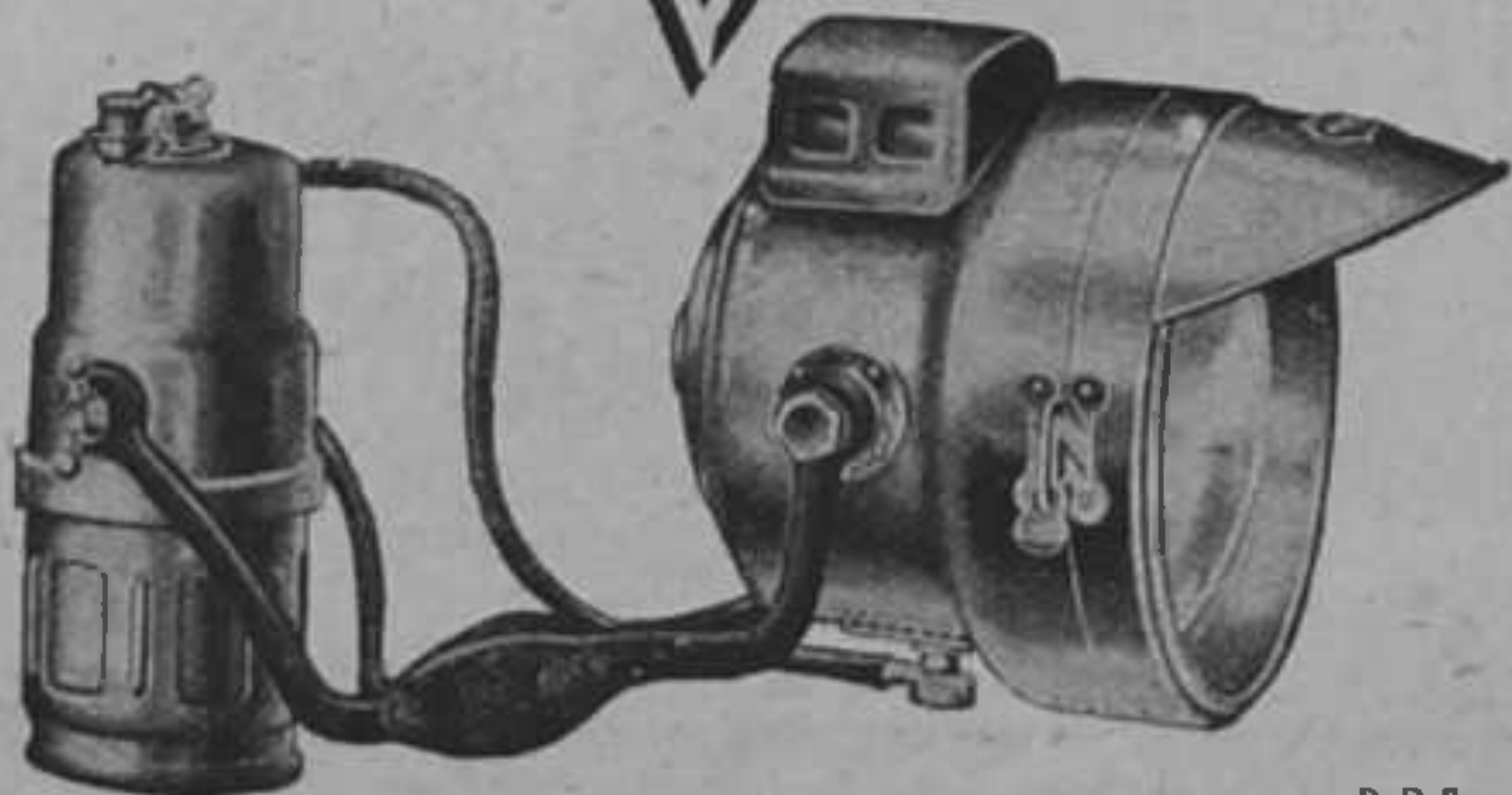
has 6½in. Front; 5in. Mangin Mirror  
Reflector; Bray "Roni" Burner; 5½in.  
Plate Glass Convex Lens and Special  
New Generator. The CARRIER is  
specially designed, practically  
unbreakable and made to fit  
either on Handlebar or Handle-  
bar stem.

There are many other "P & H"  
models—ask for Lamp Book-  
let describing them all.

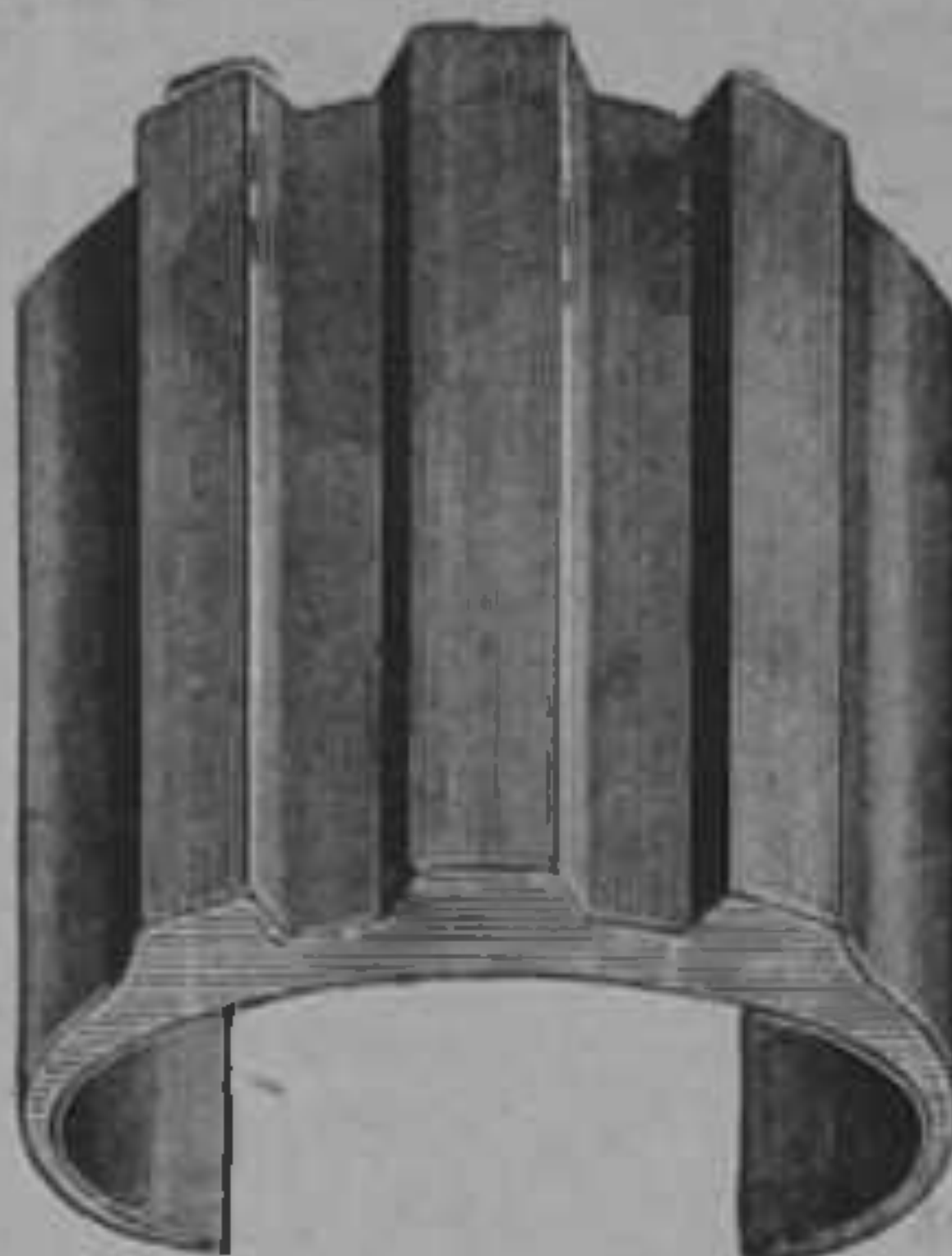
**POWELL &  
HANMER, Ltd.**

Chester St.,  
B'ham.

"P & H" Model 127  
(S.B.) Fits on Handle-  
bar stem. Price. 42/6.



N.B.B.



# WE CAN SAVE YOU MONEY!

Probably, like the rest of us, you are finding it  
necessary to look at every sixpence twice,  
before parting with it, just now.

Possibly, at the same time, you are letting  
pounds go too easily.

There's many a really good tyre scrapped,  
which, handled by a tyre expert, could be  
made to give a few thousand more miles  
than its owner thinks possible.

A worn cover may have a sound foundation  
and it is marvellous what can be done in the  
way of retreading at a trifling cost.

If you have a worn cover, pack it up, send it to  
us, carriage paid, clearly addressed, and duly  
advised, we will then in course of a post or two and  
before doing anything to incur expense, tell you  
the best course to adopt and what it will cost you.

You will find as thousands of motor-cyclists  
have already found—that the

## "CHEMICO" METHOD OF RETREADING BY COLD PROCESS

is sound, inexpensive, and a perfect boon to  
motor-cyclists generally. Our knowledge of  
rubber, our position in the rubber world, and  
our name ensure satisfaction.

Send  
That  
Cover  
Now!

The County Chemical  
Co., Ltd.,  
Chemico Works,  
Birmingham.





**Cut it out—**

**To HUMPHRIES & DAWES, LTD.,**  
Hall Green Works, BIRMINGHAM.

*Please send me by return copy of your latest catalogue of O.K. JUNIORS and name of nearest agent.*

Name .....

Address .....

.....

—post to us and secure by immediate return full and descriptive catalogue of the miniature machine that will "cut out" all the trouble—take you on your tour and bring you home without a murmur!

Not its least charm is its extreme simplicity—you can learn to drive it in a single afternoon—you can control it with greater ease than you could a pedal bike and—it will never demand from you a moment's labour!

Higher-powered machines at twice the cost—initial and in upkeep—cannot offer equal service.

Remember its performances—first standard and fully equipped Lightweight to ascend Snowdon—crossed the wilds of Dartmoor in 4 hours and 5 minutes—was awarded Special Gold Medal in that severest of all the 1914 trials—the A.C.U. SIX DAYS!

30 Guineas is its price—its weight 120 lbs., and—you can take it 140 miles on a single gallon of petrol.  
You're studying economy—then the O.K. JUNIOR is just your mount.

When we say the

## QUADRANT

is unequalled—we believe it. We have striven for supremacy—we have concentrated all our manufacturing facilities, all our experience, on the production of a mount which shall be supreme in design, in quality, in equipment and in price, and we believe we have succeeded.

We illustrate the Quadrant 4½ with chain transmission—

Here are a few items of its specification—

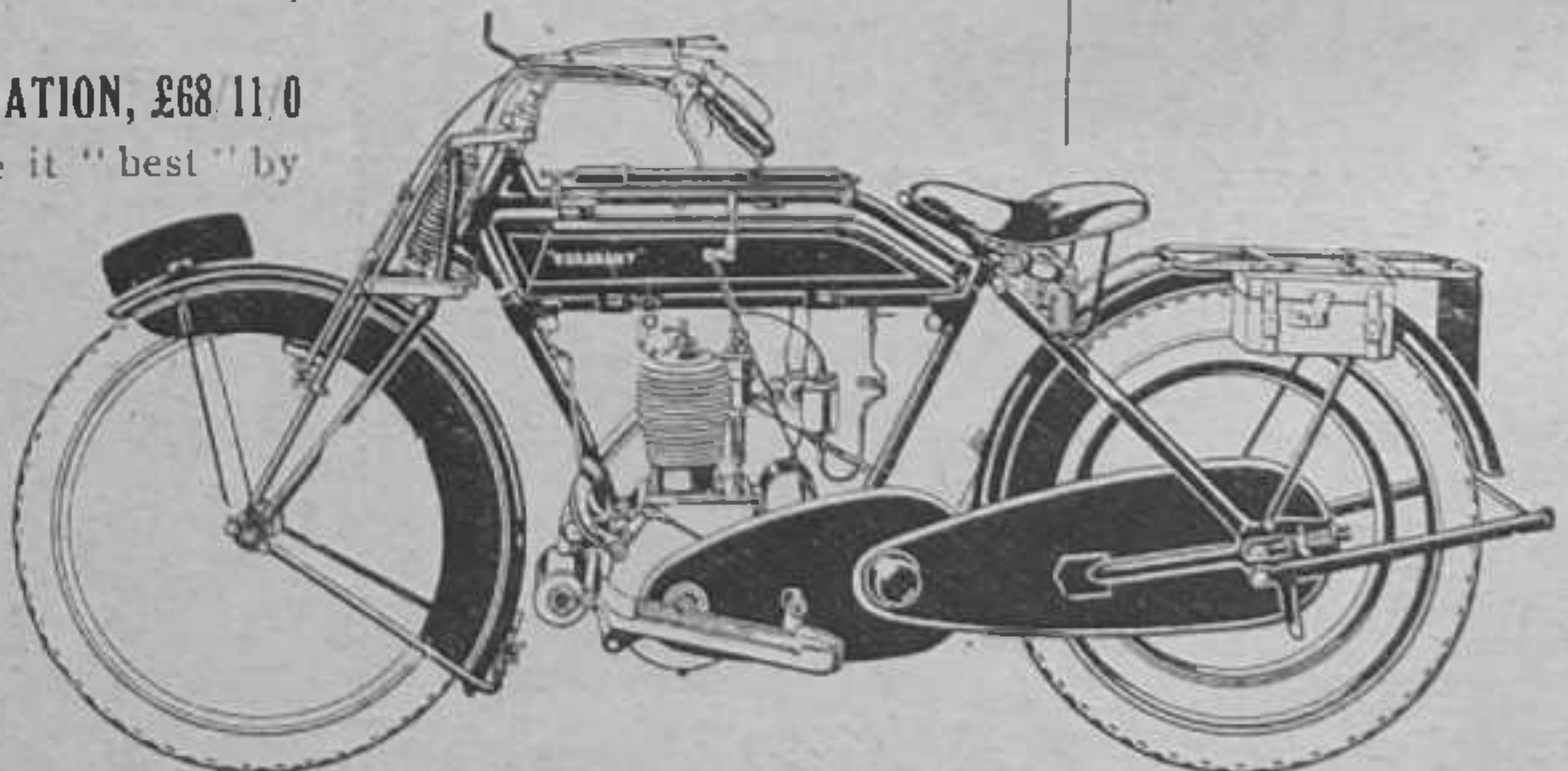
**B.S.A. COUNTERSHAFT 3-SPEED GEAR, Senspray Carburetter, Dunlop Tyres, Quadrant Engine, Quadrant Spring Forks, Pan-seat Saddle, Aluminium Footboards.**

Its price is, SOLO £57—COMBINATION, £68 11/0

And we would like to prove it "best" by actual demonstration—may we do so?

**QUADRANT WORKS,**  
Lawley St., Birmingham

London Depot, 78, Gt. Queen St. Kingsway.





# WHITELEYS

MOTOR  
CYCLES.

EASY  
PAYMENTS.

**£5** Cash  
down

**secures delivery of a Lightweight value 25 Guineas.**

If you select a machine of higher value we can supply this upon payment of a proportionate deposit. We ask for one-fifth of the purchase price cash down (or if this is over £50, a deposit of £10 only is sufficient), and the balance is divided into twelve equal monthly instalments.

**We add 2% ONLY to list prices for the credit accommodation.**

**ANY MAKE OF MOTORCYCLE SUPPLIED**

EXAMPLES :—

2½ h.p. IXION 2-stroke ... ..	£ 26 5 0	5-6 h.p. CLYNO ... ..	£ 75 0 0
Add for interest ... ..	10 0	Add for interest ... ..	1 10 0
Payable as follows :	£26 15 0	Payable as follows :	£76 10 0
£5 cash down and 12 instalments of £1 16 3		£10 cash down and 12 instalments of £5 10 10	

Packing and Carriage Free.

Sole London Agents for the IXION Motorcycles. Wholesale and Retail Distributing Agents for the CLYNO Motorcycles.

**Wm. WHITELEY, Ltd.,** Queen's Road,  
London, W.  
Telephone—Park One. Telegrams—"Whiteley, London."  
Please mention "Motor Cycling."

*If you want a  
PERFECT "Spring-  
time" Tour—free  
from all uncertainty—  
invest in*

The  
**"JAMES"**

*The ORIGINAL All-  
enclosed Chain  
Driven Type with  
Countershaft Three-  
speed Gear.*

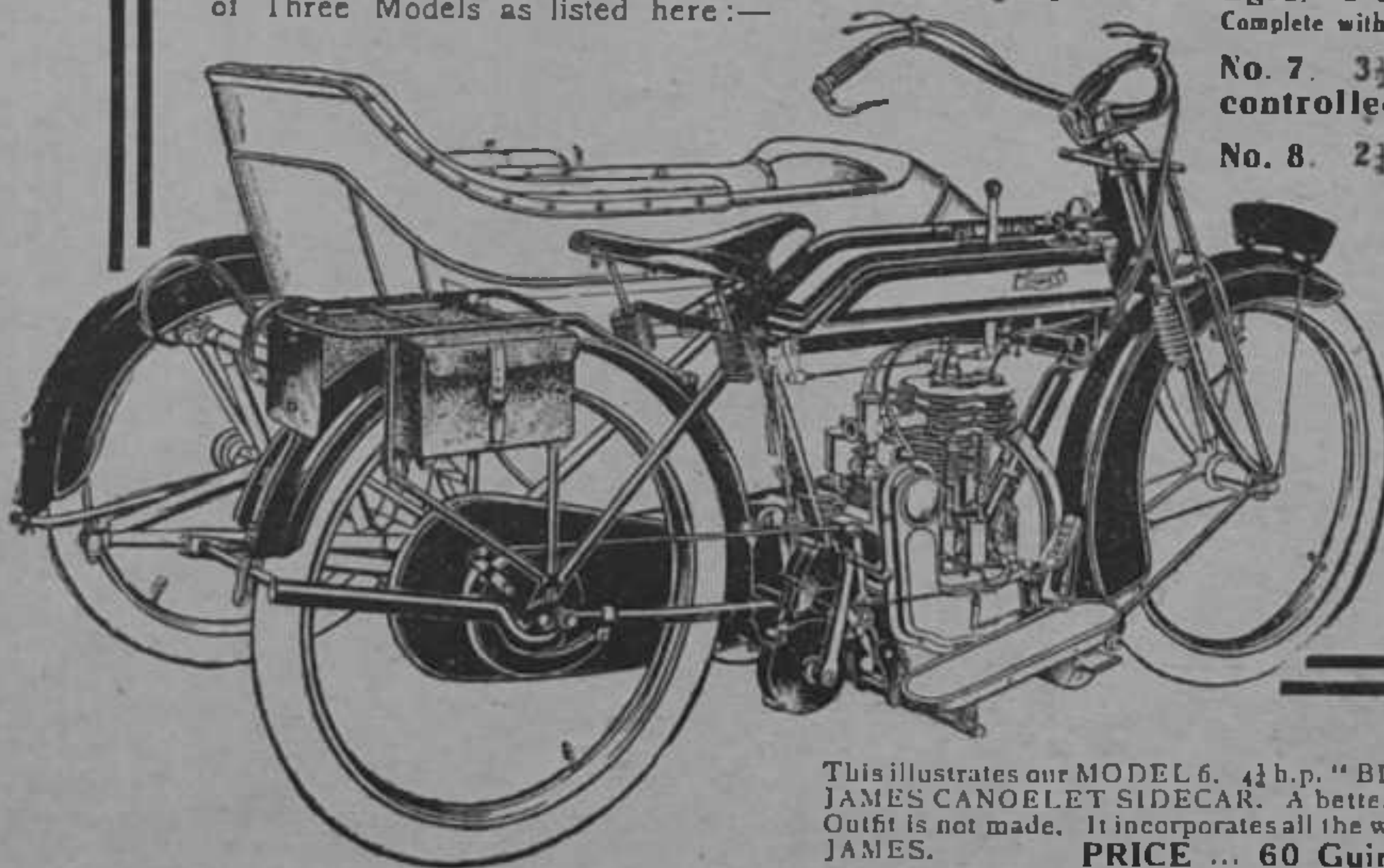
The machine which has recently been supplied for strenuous Military purposes to the  
**ENGLISH, BELGIAN, FRENCH, and RUSSIAN GOVERNMENTS.**

The JAMES Range for 1915 consists of Three Models as listed here:—

No. 6. 4½ h.p. "Big Single." 3-sp For Sidecar . . 60 Guineas.  
Complete with JAMES Canoelet Sidecar . . 13 Gns. extra.

No. 7. 3½ h.p. Twin 3-sp., with Hand-  
controlled Clutch. For Solo . . 60 Gns.

No. 8. 2½ h.p. 2-stroke Lightweight . .  
35 Guineas.



IMMEDIATE DELIVERY of all models.

JAMES Machines may be seen at our Sole Agents in all Principal Towns.

Ask us for copy of the JAMES 1915 Catalogue giving full information.

**The JAMES CYCLE Co. Ltd.,  
GREET, BIRMINGHAM.**

LONDON DEPOT: 22, Holborn Viaduct, E.C.  
BIRMINGHAM DEPOT: 9, Broad St. Corner

This illustrates our MODEL 6. 4½ h.p. "BIG SINGLE," 600 c.c., complete with handsome JAMES CANOELET SIDECAR. A better, sweeter running, more economical or reliable Outfit is not made. It incorporates all the world-known features so long associated with the JAMES.

PRICE ... 60 Guineas; with Sidecar 13 Guineas extra.

KINDLY MENTION "MOTOR CYCLING" WHEN CORRESPONDING WITH ADVERTISERS.



# Rudge Multi

and

## Col. Botha's Despatch Rider.

Kroonstad, S.A.

29th December, 1914.

Dear Sirs,

Just a line about your Rudge Multi. I have used same as a Despatch Rider to Col. M. Botha for seven weeks over the rough veldt and very bad roads, and even fell into sluits and mud-pools at night without a lamp, and did close on 4,000 miles in very rainy weather, too. Some days I had to cross spruits which covered the Rudge's handle-bars in water. Only once I had to clean my carburetter, and never had a bit of trouble. You may make use of this if you wish to.

Wishing you the compliments of the season, and every success for your Rudges for 1915.

Yours faithfully,

HUGH ROBB.



MR. HUGH ROBB IS STANDING BEHIND HIS RUDGE MULTI.

Motor Bicycle Catalogue, 1915 Models.

"Rudge Wrinkles," and

"Rudge War Record,"

post free from



By Appointment  
Cycle Makers to  
H.M. KING GEORGE.

### Rudge-Whitworth, Ltd.

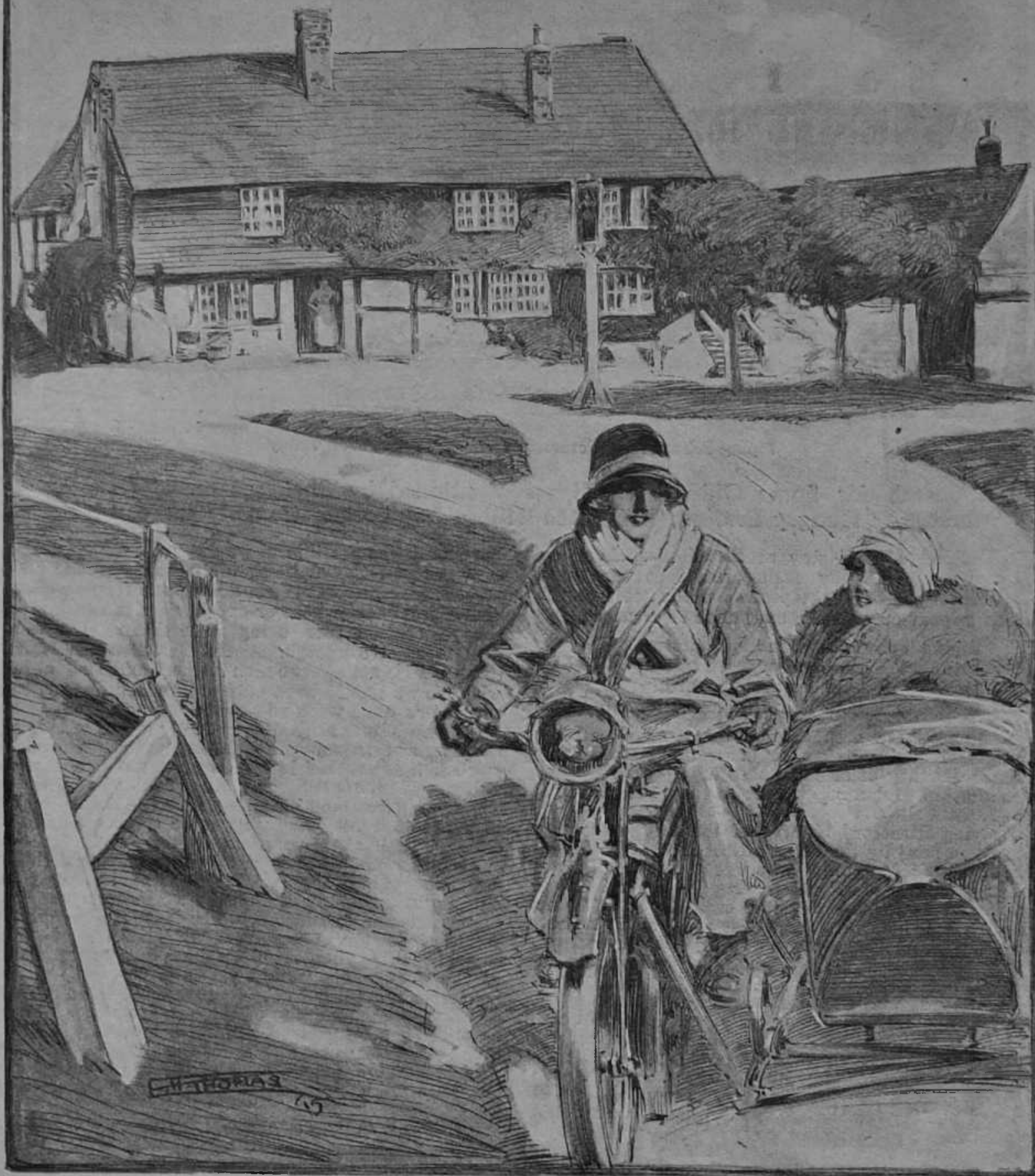
(Dept. 601), COVENTRY.

LONDON DEPOTS—230, Tottenham Court Rd., W.  
(Oxford Street End.)

23, Holborn Viaduct, E.C.

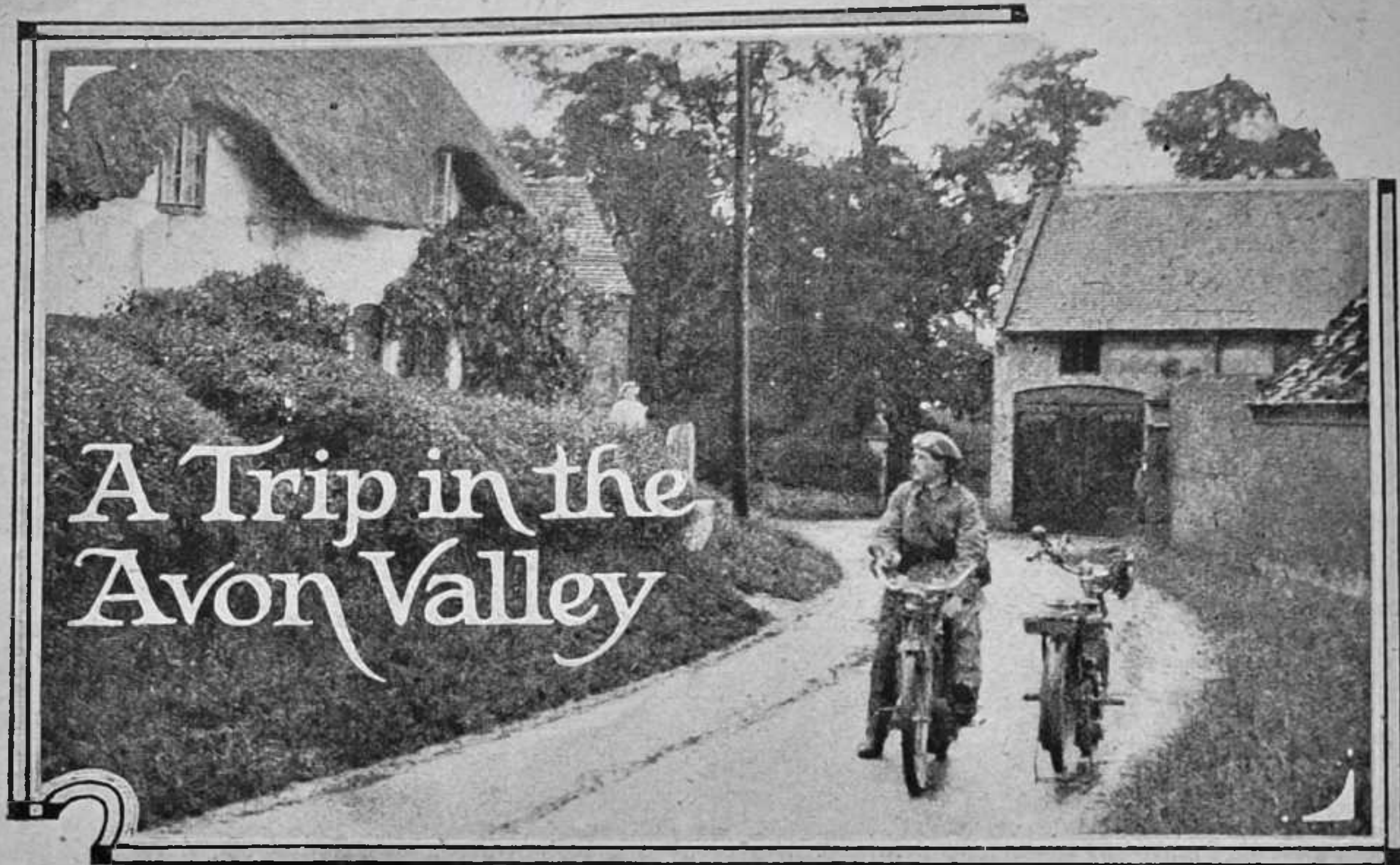


# MotorCycling



PICTURESQUE INNS OF ENGLAND. THE CROWN, CHIDDINGFOLD.





Piping Pebworth, a picturesque village in the Avon valley

**A Search for Some Old-world Villages Mentioned by Shakespeare. "Dancing Marston," "Hungry Grafton," "Haunted Hillbro'," and other strangely-named Places.**

**D**URING a brief stay at Stratford-on-Avon we were constantly seeing the following lines, from one of Shakespeare's works; in fact, the words appear on all sorts and kinds of articles:—

Piping Pebworth, Dancing Marston,  
Haunted Hillbro', Hungry Grafton,  
Dodging Exhall, Papist Wixford,  
Beggarly Broom and Drunken Bidford,

A glance at a map showed that to visit all the quaintly-named villages in succession would only mean a journey of some 30 odd miles, so half a day was allotted to "doing" these little known places in the Avon Valley.

Leaving Stratford by way of the bridge crossing the Avon hard by the Swan's Nest Hotel, the Shipston Road is taken, only to be left in a short distance when a road to the right crossing the River Stour is traversed as far as the level crossing at Milcote: bearing left here, the road runs right on into Long Marston or, as Shakespeare calls it, "Dancing Marston." Marston is a long, straggling village, rather pretty and decidedly rural.

My friend, who has rather a fondness for old churches, must, of course, stop to see the quaint little structure with the half-timbered spire, the result of which was an incident worthy of note. We entered the church, but no sooner had we done so than it started to pour with rain, so out we rushed to find shelter for the machines, the only available place being a yew tree in the churchyard, under which the machines were pushed: in a few moments an elderly person, presumably the verger's wife, rushed out of the church towards us, as we thought, to order us out, but imagine the surprise when she greeted us with the news that it was raining in through the belfry window. Seeing that it was raining about as

hard as it was possible to we did not doubt it, but it set us wondering why we should be so informed; however, it transpired that she mistook us for two somebodies from somewhere or another arrived to inspect the restoration then being undertaken. We were still to receive another shock, for when she learnt that we were not the two men in question, she doubted whether we should have entered the building, as the workmen's tools were all about!

Leaving Marston by way of the lane at the side of the church and, following the signposts, "Piping" Pebworth is reached in a mile or so; it is a quaint village of half-timbered and thatched cottages. Though only a small place, we found it easier to get in than get out the way we wanted to go. Why it is called "Piping" is wrapt in mystery.

Bidford is the next place to visit, and to get there a portion of old Icknield Street is traversed: this ancient way runs as straight as a die and over the highest ground to Bidford, which is entered by crossing the bridge over the Avon. Bidford is about the capital of these villages; it is a place dear to the heart of the week-end, probably due to the fact that it is in close proximity to the large manufacturing town of Birmingham, and one of the nearest places where river life can be enjoyed. Bidford, however, has far older associations than this, for Shakespeare himself is said to have visited it, or rather the Falcon Inn. On more than one occasion he calls it "Drunken" Bidford.

"Beggarly" Broom comes next in order. After crossing Bidford Bridge, turn left up the High Street and bear right at the top of the "town." Broom does not look particularly flourishing to-day, but no doubt earned its title in days gone by: it is merely a cluster of cottages and a large flour mill on the banks of the Arrow, a tributary of the Avon. There was little to



**A Trip to the Avon Valley (contd.).**

detain us here, so we made for "Papist" Wixford. This latter place, though near-by, is somewhat awkward to get at, owing to the twisty nature of the roads, and local inquiries were necessary. The little church here takes some finding, for it is right away from the village, up an almost disused portion of Icknield Street. This bit of road is worth exploring: the surface is very fair, but it is so narrow that a sidecar outfit would probably have to go right to the church before it could turn round. If this section of

comparatively flat country; as already stated, it is steep and with a poor surface and a wicked left angle turn at the top; if you do not rush it, well—you have another try or "dodge" it by going round.

"Hungry" Grafton is another tiny place at the top of this hill; it is a string of cottages surmounted by a church, pretty enough in the summer, but it must be deadly slow in the off season. The last place of the series is "Haunted" Hillbro', a large, half-timbered farmhouse, and a more appropriate title it would be hard to find: the place itself is situated about a mile off the main road (there is a signpost



Bidford Bridge, close to "Beggarly Broom."

road is a specimen of what main roads used to be, we have something to be thankful for at the present time. Returning down the "street" bear left, and the first to the left again and through a watersplash for "Dodging" Exhall. The bard must have got his inspiration for the prefix from the hill—which starts in the village and terminates in a very steep pitch—which, according to the map, is called Little Briton. Most riders would prefer to "dodge" it, for without a doubt it would come as a surprise to many in this

denoting the way down to it), and the large trees growing around the building give it an isolated and dreary look. Retracing our way from here to the main road, we have only a matter of three miles good travelling to bring us into Stratford. It is as well to say, in conclusion, that this little trip does not take one over a "speed" course owing to the twisty nature of the going, though the road surfaces are very good. It is suggested more as a sightseeing trip through some pretty Avon Valley country. A.V.

**A 'VARSITY HERO.**

Of the many fine war stories "The Reminiscences of Sergeant Michael Cassidy," which are appearing in the "Daily Mail," must take a prominent place. A recent instalment contains the following fine passage:—

"And while I think of it, sir, 'twas a fine story I heard the other day, and 'tis talking of clearing hospitals that made me think of it. The very same night I was in one myself those Germans put a few shells into another of them in another part of the line. 'Twas but

little damage they did, saving only to burst one of those little high explosive shells close by one of them motorcyclists as he was passing by outside. Nigh blown to bits he was, but there was still life in him.

"'A doctor,' cried the lads who came running up, 'for 'tis hurt he is.' 'Tis no doctor I want at all,' he gasps, 'tis an officer. Get an officer—a Staff officer, if possible—but, anyway, an officer. 'Tis not a doctor will be doing me any good,' for the lad knew 'twas all over.

"They ran and fetched an officer, and

when he came the motorcyclist clutched his arm and whispered, 'You have it, sir,' he says, when he had finished, 'for 'tis important. Repeat it to me. And the officer repeated it.

"'Tis well,' he said, 'and 'tis not failed I have,' as the doctor arrived. 'Tis no good, doc.,' he says, 'tis all up, I have the message delivered.' And then he turned over and muttered, 'Tis all right, dear,' he whispers, and he choked a bit and 'twas all over. 'Twas a 'Varsity lad they told me, and a man that he was."



REMARKABLE PHOTOGRAPHS OF MOTORCYCLISTS  
IN ACTION.

(Top) Russian motor-cycling scouts ready to engage an advance guard of the Germans. (Bottom) Motor-cycling scouts outside a farm house, which is being held against the enemy. Note the rough surfaces covered with snow, over which the men have to ride.



The  
luxury of  
the

*Indian*

Sidecar Combination can scarcely  
be exaggerated. Its skilful design—  
based on many years experience—ensures  
the very maximum of comfort for both driver  
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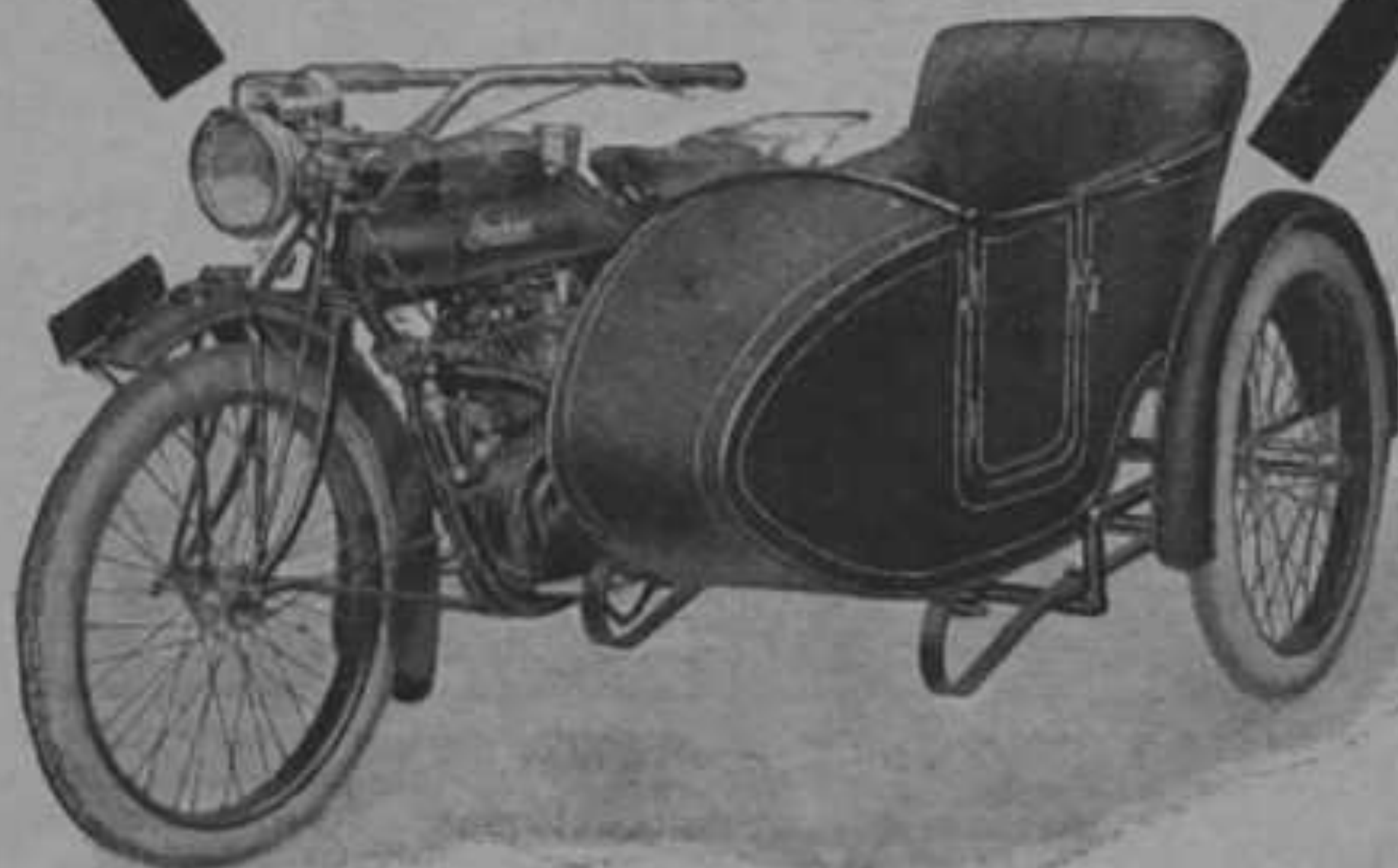
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**700 x 85** NOT 700 x 80

And they fit the 650 x 65 rim.

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& Beckett, Ltd., Palmerston, N. Scotland: Percival E. Pole, 27, Jamaica St., Glasgow. New Zealand: Gobleham.  
Paris: The Clapson Co., 26, Rue d'Armenonville, Neuilly.





## A WHEEL AND MUCH WOE.

The Sad Result of an Idle Boast—A Foolish Word—A Holiday Tour That Went Agley.

FOOLISH boast was the beginning of it all.

Holidays were approaching, and a friend told me of a tour he intended to make. About 360 miles was the lineal length of it, but it was to include some miles that stood up on end, and he said the scenery would be good.

I remarked that if his crock (familiarily known as the "hot potato can") could do such a trip in three days, I would go 50 miles better.

What follows may be a warning to motorcyclists who are not yet cured of the fatal habit of being cocksure.

Also, my woes may possibly prove instructive to the raw novice.

Many a time I have written learnedly about tuning up machines ready for a holiday. "Nothing should be left to chance," I have said. Better to go over everything in the garage than risk having trouble on the road.

'Tis a wise man who takes his own advice; but in my own case I doubt if I should have done so had not my machine two days before the holiday suddenly developed a peculiar knocking. At first I imagined that one of the little end bearings had become loose, and naturally guessed it would be the front one. It is usually the front cylinder that supplies me with most of my recreation, so I gained the assistance of a competent helper, and we got the cylinder off—that is to say he stood on his head between the side-car and the machine and scraped portions of his hands off upon the fins, what time he grew purple in the face and I criticised the manner in which he carried out the job.

When the cylinder was removed I soon found that there was nothing whatever the matter with the bearings, so forming up for an attack in the same order as before we proceeded to remove the back cylinder. Again we could find nothing wrong, so held a consultation.

"I expect you dropped a 'King Dick' in the crankcase—and by the way I've lost mine," was the helpful contribution of one fo—friend. "More likely he put a spare plug inside one of the cylinders and forgot it," said another assistant. "Sure she really did knock—I mean more than the usual fire-engine noise she makes?" asked a third.

It was not so much a knock, I explained, as a clatter; something between the row made by an ammunition wagon driving over cobble stones and a Pom-pom.

We searched again, and this time discovered the cause of the trouble. One of the flywheels had come adrift.

After we had all explained how we had thought that this was the correct explanation all the time, we proceeded to investigate the machine. After we had taken off the chain cases, the chains, the footrests, brake rod, clutch pedal, most of the skin off our knuckles, the magneto, part of the little finger of my helper, the exhaust lever cable, and some hundreds of other things, we really found that we could approach the job of getting the crankcase out of the frame.

This being so, we sat down to cool before approaching the task. I still think it was not my fault that at this stage the box in which we had placed the nuts and smaller parts was upset.

After a serious wrestle with the task, the crankcase was out, and we had opened it like an oyster. Then we found that one of the nuts holding the crankshaft had become loose, and had allowed the flywheel on the timing side to develop a wobble, and hit the crankcase at each revolution. Bright places on the aluminium casing showed where the wheel had touched.

By this time it was getting late, and the task looked hopeless, when we found that the nut that failed had stripped its thread. It was, of course, a nut of unusual shape, a duplicate of which could not be obtained except from the makers.

Here, however, professional assistance came to the rescue, and within about two hours another nut had been turned up on the lathe.

Again my prospects of a tour looked brighter, and by midnight, feeling tired, but hopeful, I went home, determined to see the end of the job on the following day.

Business kept me busy all the morning, but the obliging mechanic undertook to get the flywheels trued up and reassemble the engine. By about four o'clock in the afternoon this was done, and I went down to help him with the final task of refitting the magneto, carburetter, chains, etc., etc. While I did so I whistled, and offered to take more bets that I would cover a greater distance than anyone else.

It may have been that boast, or mere perversity, that brought about the final catastrophe. Anyhow, when we had reassembled the entire machine the engine refused to fire. The jet was free, both plugs gave exceptionally good sparks, but no sign of life could we get when we kicked frantically at the starter. Three times I checked the magneto timing—that was correct. I kicked some more, and this time the exhaust wire broke.



## A Wheel and Much Woe (contd.).

There are occasions when one's woe is too deep for tears. There was nothing for it but to hope, and meanwhile heat the soldering iron. The obliging mechanic stood by me loyally, though his working day ought long ago to have ended.

That exhaust wire gave more trouble than anything. We had no spare wire, so we had to shorten the casing. Then when this was accomplished and the nipple soldered on securely, we found it almost impossible to get the wire threaded through the handlebars owing to there being some projections inside. Foolishly, we struggled over this unexpected little difficulty for some time before it occurred to us to hook a thinner wire to the cable first and pull it through with this.

When this had been done we found that we had lost the stop through which the wire passed into the handlebar. Followed much grovelling, while the clock approached midnight.

Finally we solved this difficulty by taking a similar stop off the Bowden-controlled front brake. By this time I suppose I must have been getting reckless, for while making a final adjustment to the wire I stripped the thread of the other adjustable stop. My only excuse is that I was working in deep shadow at the time.

After half-an-hour's "wangling" we fixed this up somehow, and began the kicking process again. This time, just before the point of complete physical prostration, I succeeded in getting a backfire.

Greatly cheered at this I kicked again, and the engine started up on one cylinder—the back. The front one remained stone cold.

By a process of elimination I traced the trouble, about 1.30 a.m., to the wrong timing of the valves of the front cylinder. Off came the timing cover, and some more skin\* from my long-suffering hands, and at last, with a cheering roar, the engine started up.

Once more I dreamed of the open road and the 400 miles I meant to cover during the holiday, as weary but grateful I climbed into my overalls, lighted the lamps, and prepared to start.

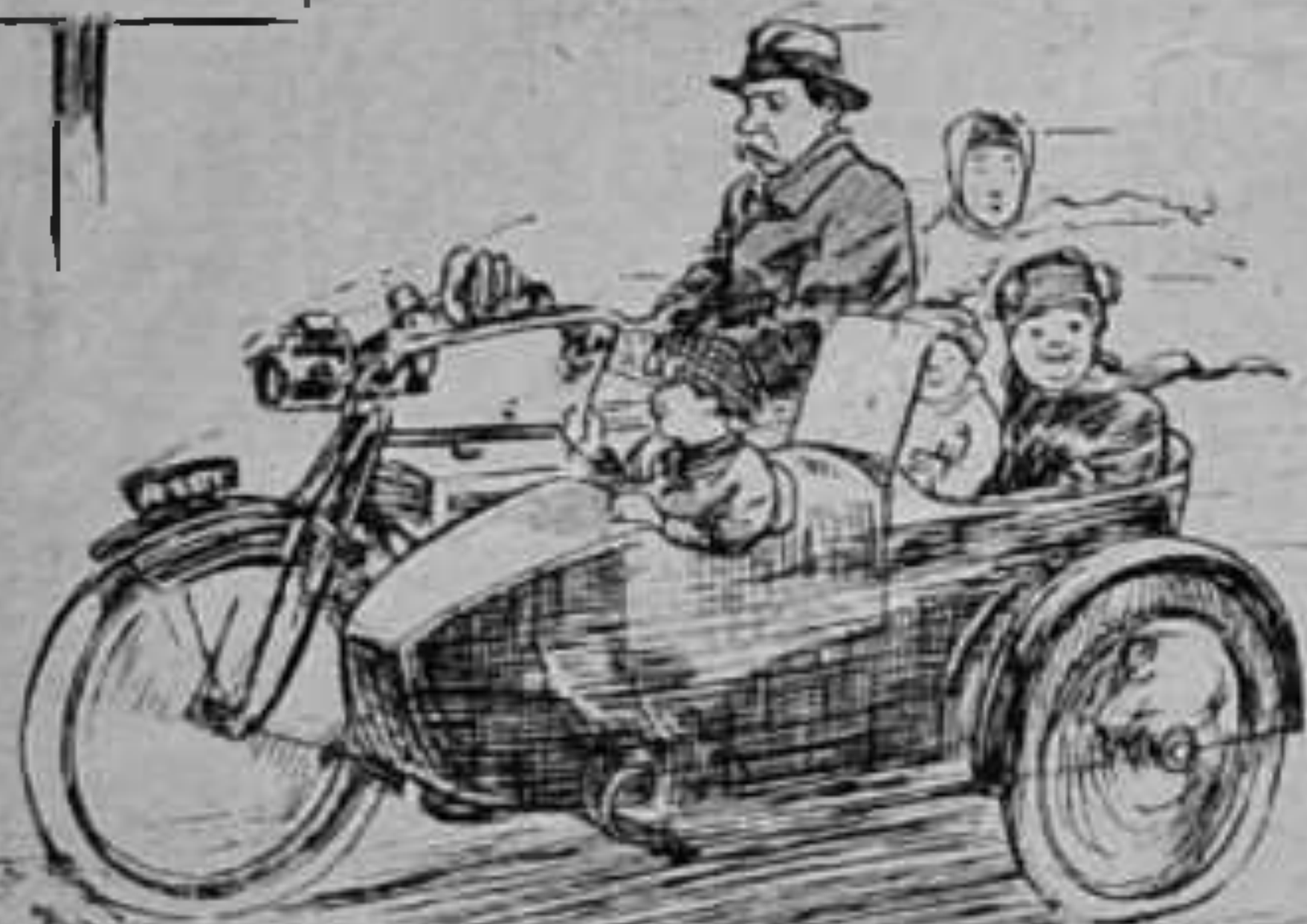
Surely there is no pleasure greater than that of starting off again after a long but successful struggle with a refractory machine. The world was a pleasant place to live in again, and happiness filled my heart as I slipped in first speed, let in the clutch gently, and glided off into the dark streets of London.

My triumph lasted for the time taken to travel just 200 measured yards. Then with a chill at my heart I heard the ominous clatter that told me that the flywheel had come loose again, and that the whole weary two days' work had been wasted.

Thus was I punished for an idle boast—a foolish word. Never again will I put faith in even the most trusty of machines.

However, I made a trip, after all, on a borrowed motorcycle—so who cares? "AP 1664."

TO  
BRIGHTON



THE FAMILY MAN



HER  
HIGHNESS  
THE FLAPPER



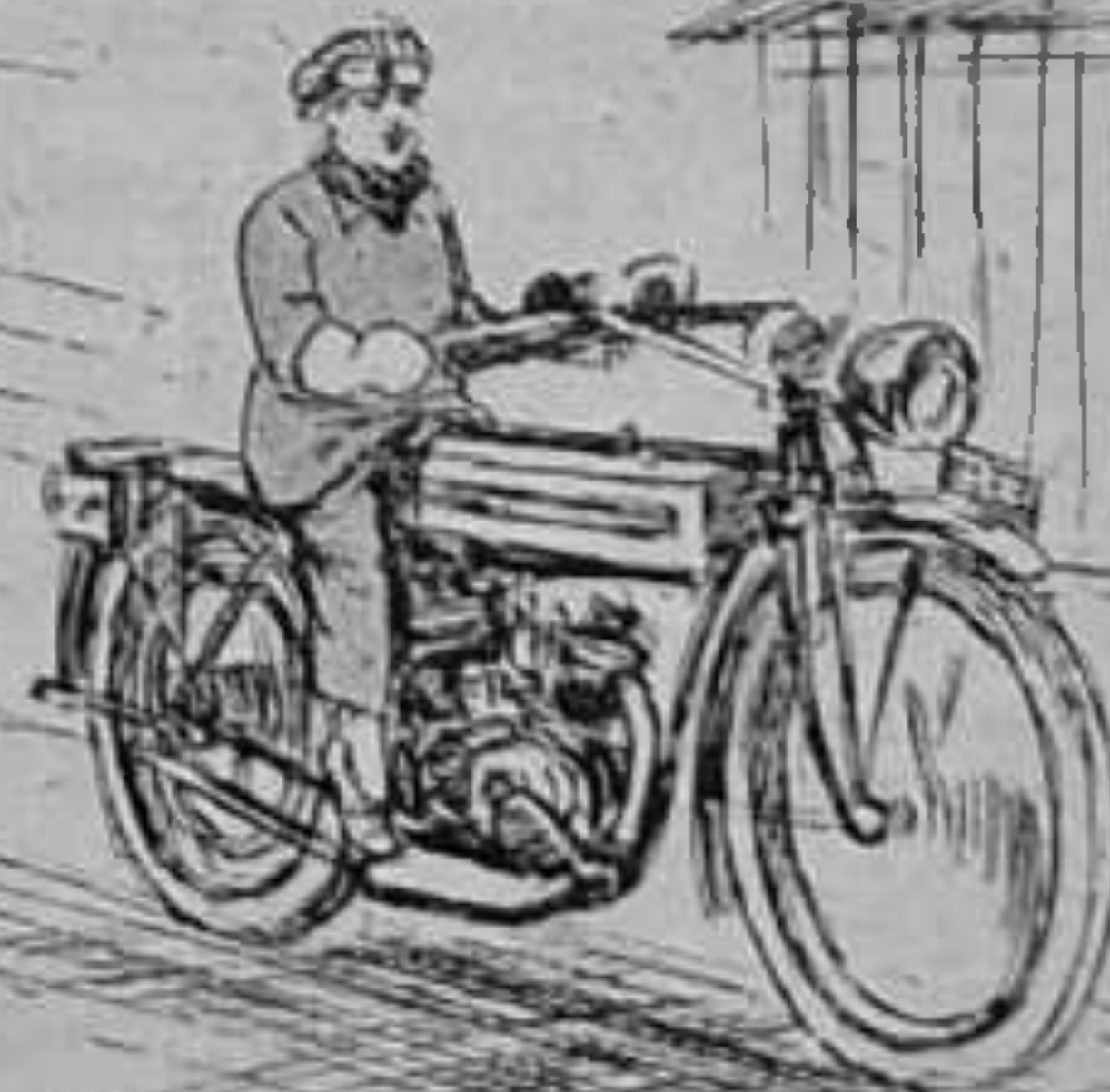
IT!  
THE K-NUT



OLD SPORTS



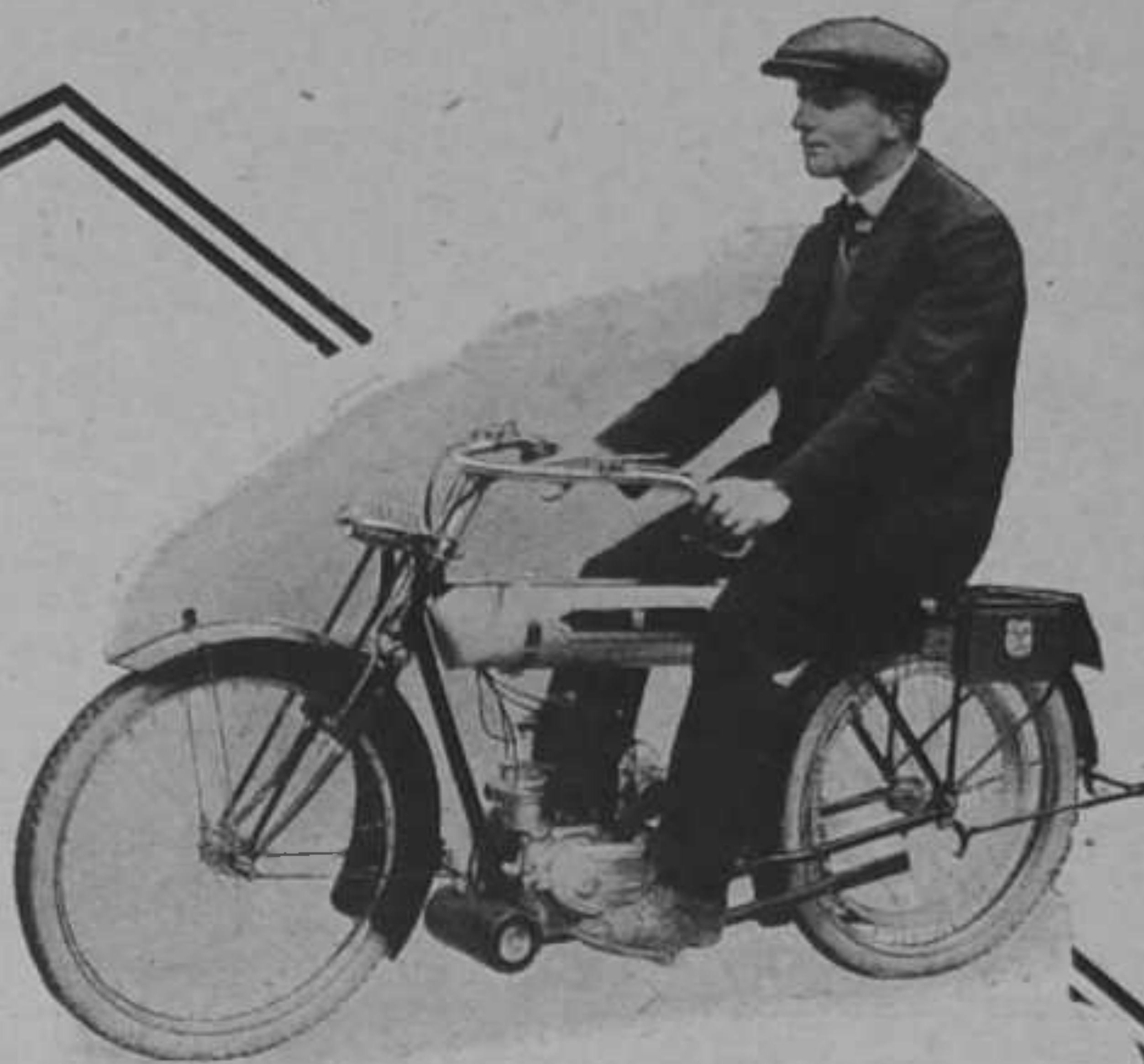
THE TALL MAN WHO  
RIDES A MOTORCYCLETTE



—AND THE SHORT MAN WHO  
PILOTS A BIG TWIN.

Types we meet everywhere. Some things that "bloom in the spring—tra-la."





Reliability is the Keynote  
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**"Junior Triumph"**  
2 stroke—2 speed  
Lightweight.

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covers England and  
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in most handy  
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It will go anywhere at any time, will climb any hill, mostly on top gear, will crawl through traffic at 3 miles an hour and accelerate to 35; it lubricates itself whilst running, and as all controls are on the handlebar and a low riding position is provided, it is handled as easily and as confidently as a pedal cycle.

Above all these desirable features, it is absolutely reliable under all conditions of road and weather, and has yet to find the purchaser who is not more than satisfied with his selection after having given same a prolonged test.

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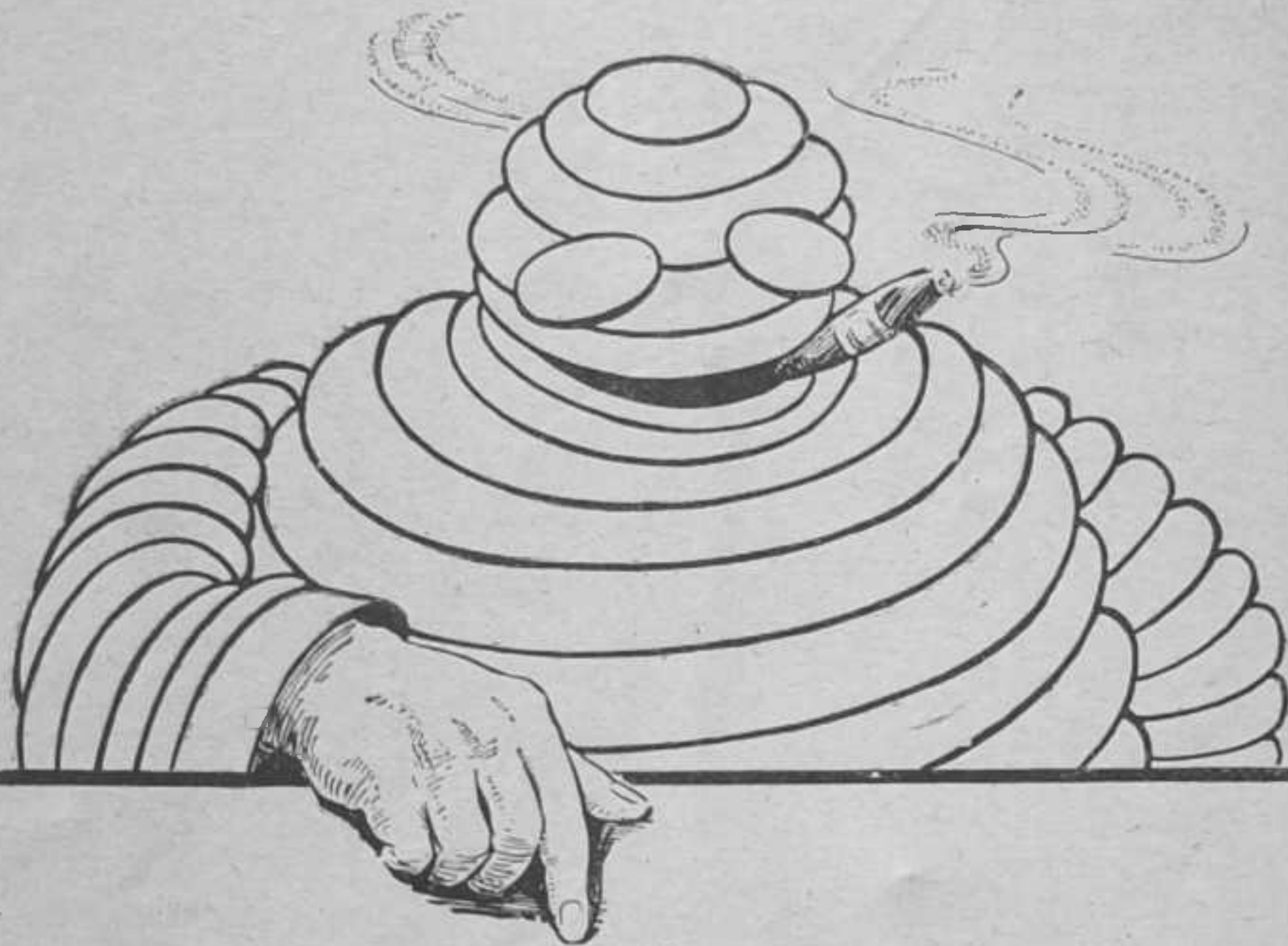
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LONDON—4'5, Holborn Viaduct,  
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*Agents Everywhere.*





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**Michelin****"Trident."***New and Improved Type,*

embodies, as an examination of the above illustration will show, the unique principles of construction of the world-famous Michelin Square Tread Car Cover. In fact, it has aptly been described as

## **A Square Tread Car Cover in Miniature.**

Further, although but a few months on the market, the new "TRIDENT" promises to be as popular amongst motor-cyclists as its big brother is amongst motorists, not merely because it represents the *best value* in the tyre world, but because in service it puts to shame motorcycle tyres at double the price.

The idea that the best tyre costs most is a fallacy.  
Prove it for yourself this season by trying the "TRIDENT."

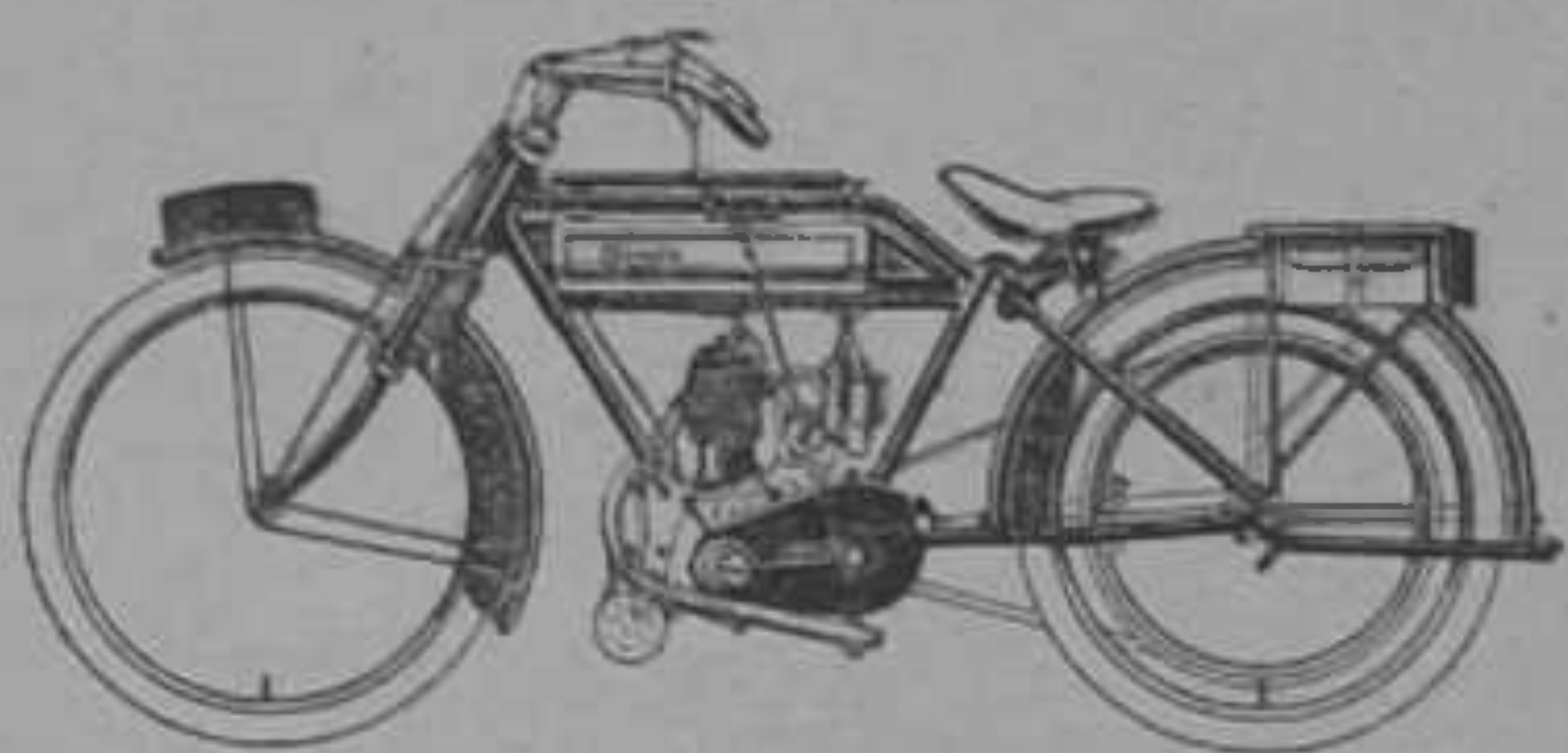
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26 x 2	—	26/6
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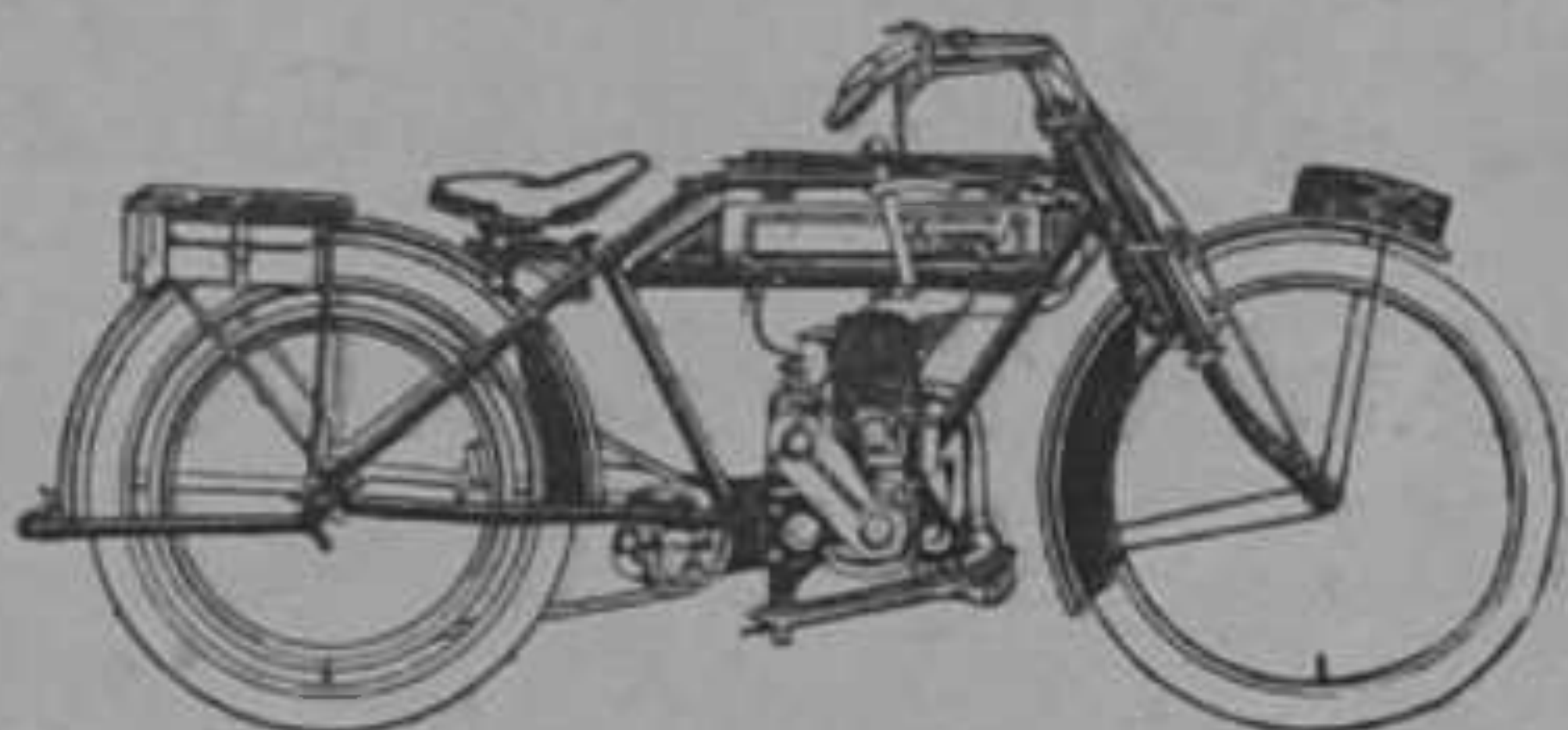


# CALTHORPE

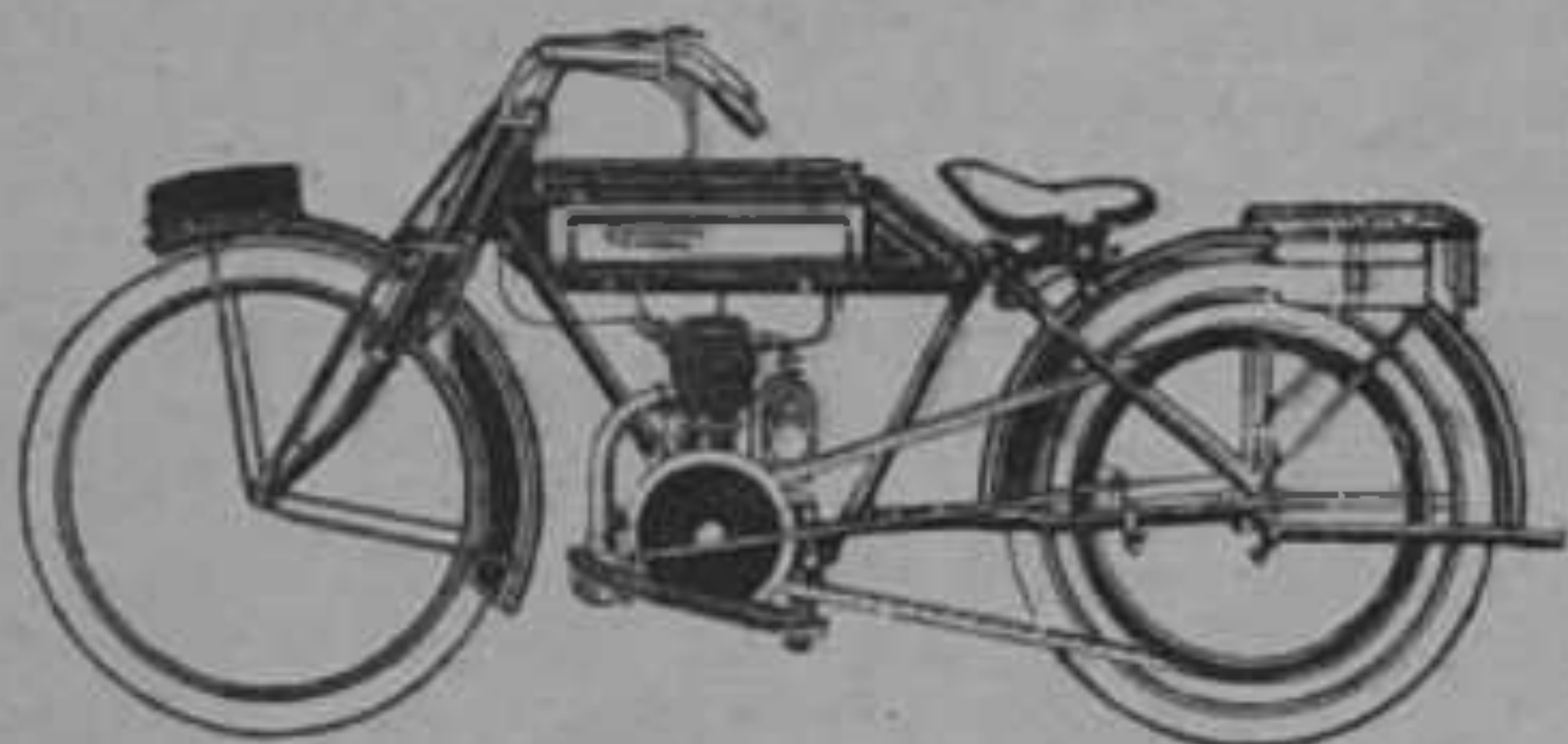
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**CALTHORPE JAP.** 2 1/2 H.P. Countershaft 2-Speed Gear, Free Engine, Druid Forks, Wheels 26 in. x 2 in., **30 GUINEAS**; Ditto, Single-Speed, **25 GUINEAS**.



**CALTHORPE 2-STROKE, 2-SPEED.** 2 1/2 H.P. Countershaft 2-Speed Gear, Senspray Carburettor, Druid Forks, Wheels 26 in. x 2 in., Pan Seat, Armoured Panniers, **£28 - 10 - 0**.



**CALTHORPE 2-STROKE, SINGLE-SPEED.** 2 1/2 H.P., Druid Forks, Wheels 26 in. x 2 in., Valanced Guards, Pedley Belt, Pan Seat, **24 GUINEAS**.

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### —Leader of the LIGHTWEIGHTS

The CALTHORPE has pioneered and proved the "LIGHT-WEIGHTS" possibilities — and it still leads the field TO-DAY. Every feature that spells Efficiency, Economy, and ability to render conspicuous Service — anywhere — is embodied in the BRITISH-MADE "CALTHORPE" LIGHTWEIGHTS — while for VALUE they are unequalled.

Note the keen prices and points of our "TRIO" illustrated here. We have always prided ourselves upon two things — the typically BRITISH character and conception of our production, and the good old BRITISH spirit of "fair play" upon which we have always insisted in regard to its public performances, under which it has won its laurels.

In this connection we ask you to particularly remember that

### The Calthorpe JUNIOR FIRST MINIATURE TO CLIMB SNOWDON

— this model was a standard machine, not one built specially for the test, and that it was fitted

## with a "BRITISH," NOT GERMAN

### ENGINE

—further—WE do not, never have, and never shall, use GERMAN engines. The high CALTHORPE reputation has been built up on BRITISH and not GERMAN engines.

Again—in this Feat we had only one standard JUNIOR machine, which arrived at Snowdon by road, made the Ascent, and returned home by road. We had no spare machines to fall back on, no staff on the spot with a stock of GERMAN engines and necessary parts for replacements. Everything fair was observed in keeping with traditional British Sportsmanship.

Last year our output of Lightweights—we make this statement without fear of contradiction and can prove it, as we do not make idle boasts—was THE LARGEST OF ANY MAKE IN THE WORLD.

Consider these facts—remember WE are the LIGHT-WEIGHT pioneers, with an unrivalled range—BE PATRIOTIC—and HAVE "THE CALTHORPE"—the "BRITISH" PRODUCTION. There's nothing better. Catalogue on request.

**CALTHORPE Motor  
Cycle Co., BIRMINGHAM**

"The Largest Manufacturers  
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in the World."

**AGENTS EVERYWHERE.**

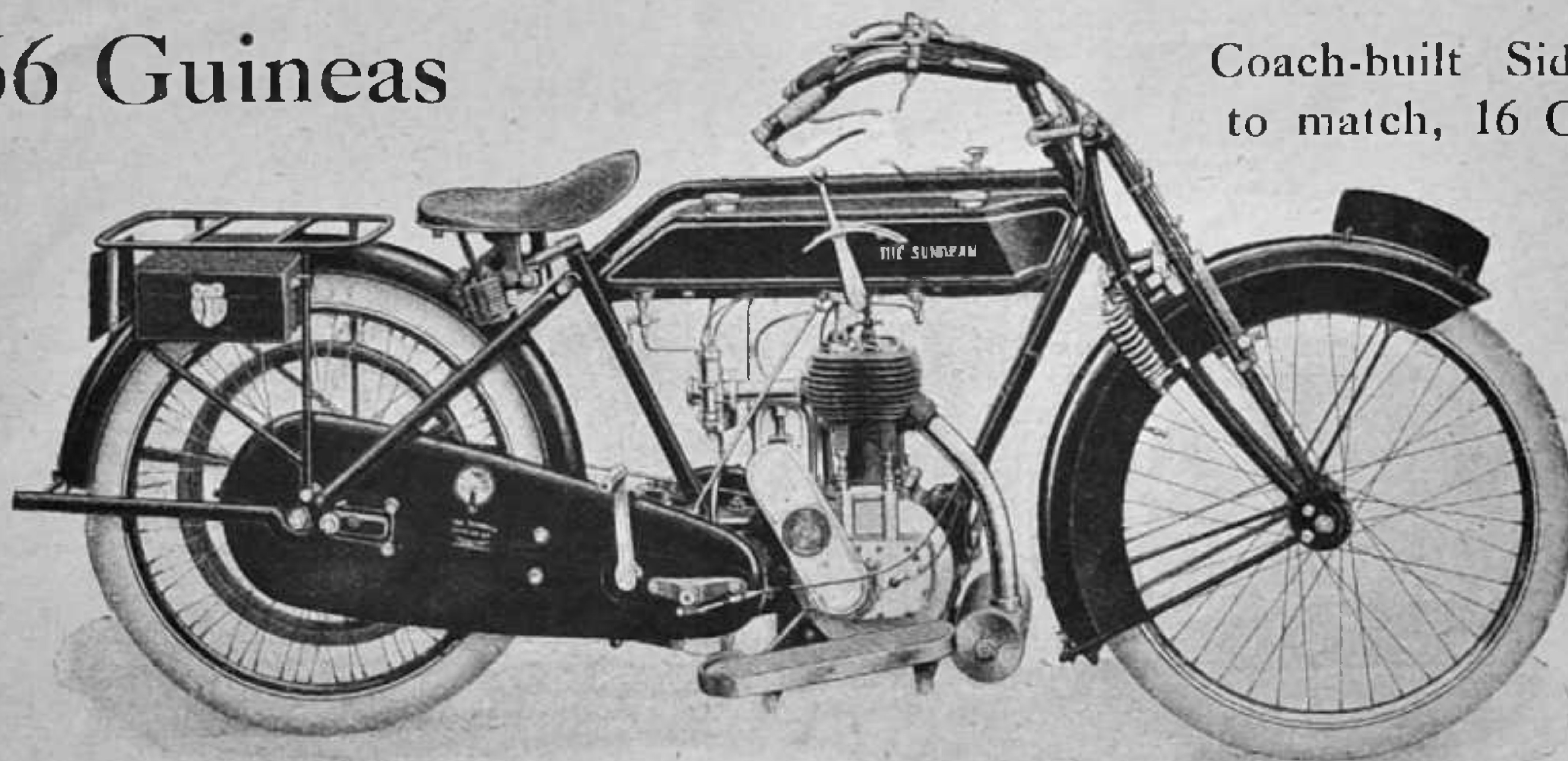




# The 1915 3½ h.p. SUNBEAM

66 Guineas

Coach-built Sidecar  
to match, 16 Gns.



The Best "Solo or Sidecar" Mount of 1915. SILENT — FAST — EASY STARTING.  
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## CARRY A RESERVE FORCE IN YOUR KIT-BAG

and you will be immune from the attacks  
of hunger, so liable to occur during a  
long and tiring march.

## HORLICK'S MALTED MILK LUNCH TABLETS

are the ideal "Reserve Force" to carry, because they contain all the valuable nutriment of full-cream milk and choice malted grain in a convenient tablet form. A few dissolved in the mouth from time to time will supply the necessary nutriment to maintain strength and vigour. They are also very efficient in relieving hunger and thirst and in preventing fatigue. No soldier's kit is complete without them.

May be obtained of all Chemists and Stores, or of us direct by prepaid post in convenient pocket flasks at 1/- each, or larger sizes at 1/6, 2/6 and 11/-.

*Liberal Sample sent post free for 3d. in stamps.*  
NEAT VEST POCKET CASE FREE TO ALL USERS.

**HORLICK'S MALTED MILK CO., SLOUGH, BUCKS.**



## NEWS OF THE WEEK.

### LIGHTING-UP TIME.

Saturday, 17th April—7.57.

### What is It?

Messrs. The Tyler Apparatus Co. have received a distinctly amusing letter from a correspondent which shows the pitfalls into which the novice can fall when dealing with technical matters. Referring to the 2½ h.p. four-stroke Tyler, the correspondent asks:—

"Is this a high-speed engine giving four distinct ignitions per revolution, or is it the common or garden four-stroke model with single-cylinder?"

### The Open Cut-out "Boob."

In East Suffolk an urgent notice to motorcyclists has been issued by the police authorities protesting against the practice of driving with open exhausts. It is pointed out that this practice is not only contrary to law, but is also against the interest of the defence of the country against hostile aircraft. Severe penalties will be asked against all delinquents.

### Despatch Riders' Fate.

A Cudham motorcyclist, W. Pedder, who has been serving as a motor transport driver, and is home on sick leave, relates a thrilling experience at the Front. He was driving at the head of a convoy—ahead were two motor-cycling despatch riders—when a shrapnel shell burst just over the latter. The unfortunate riders were literally blown to pieces, and, although search was made, not a fragment or even a button was discovered.

IF YOU CANNOT  
JOIN THE ARMY  
BECOME A  
M.C. VOLUNTEER.

### Light That Is Not Prohibited.

Lighting-up time is now close upon 8 o'clock. Summer is coming.

### New W.D. Repair Depot.

The large new L.G.O. depot and garage at Bromley Road has been taken over complete with plant for the repair and overhaul of A.S.C. lorries, motorcycles, etc. A number of mechanics are being engaged.

### Successful Indian.

In the Sydney M.C.C. 30 miles open handicap race, Jack Booth, riding a 7 h.p. Indian from scratch, gained first position with fastest time. In the 66 miles championship of New South Wales for machines under 600 c.c., Keith Walker, riding a 3½ h.p. Indian, was first.

### D.C.M.

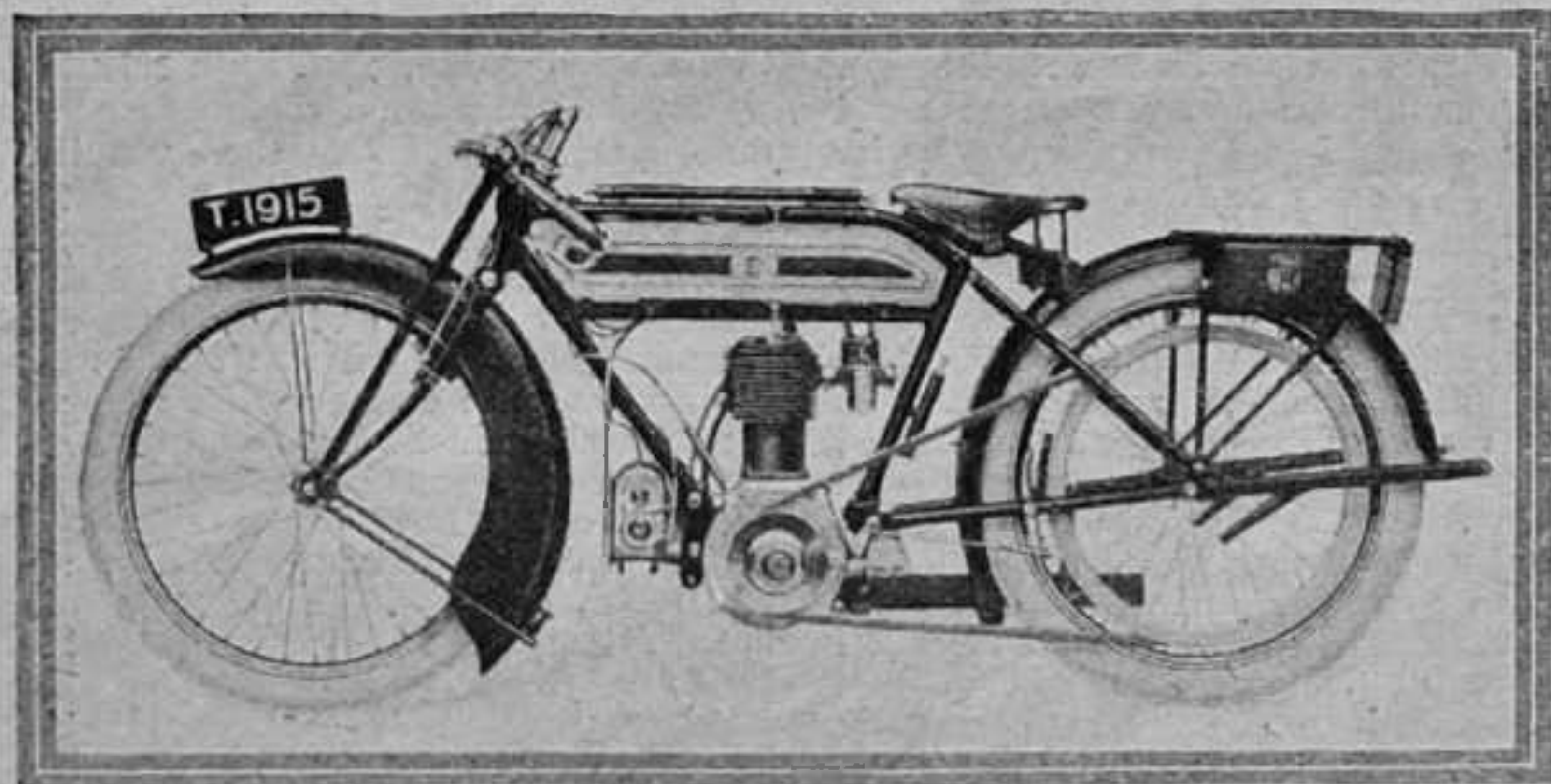
Sergeant Hugh Irwin, a prominent member of the Newcastle and District Motor Club, who has been awarded the Distinguished Conduct Medal for gallantry in taking command at the Front after his superior officers had been lost in action, has just been gazetted as lieutenant to Northumberland Yeomanry.

### Hard Lines.

Our sympathies are with the owners of the 24 new motorcycles which on Easter Monday were still reposing in an unbroken slumber on the arrival platform of St. Pancras Station, and we are likewise sorry that the intending occupants of the nine sidecars would be disappointed as well. In any case this is not as bad as the supplies for the pedal-cycle brigade. We stopped counting the cycles at 100.

### Vacancies for Mechanics.

We are aware of six vacancies for good mechanics who are required by a well-known London motorcycle agents and second-hand dealers, who make a practice of tuning every motorcycle before it leaves their premises. Applicants must be able to tune, overhaul, and use a lathe. Good pay, preference given to men having good reason for not joining the Army. Applications addressed to the Editor, the envelopes being marked "Mechanic" on the top left-hand corner, will be forwarded to the proper quarter.



The 1915 3½ h.p. T.T. Triumph. The dimensions of the engine have been altered and are now 81 by 97 mm.



# RESULT OF THE BIRMINGHAM M.C.C. TRIAL.

## Sunbeam Wins the Sangster Trophy—Wonderful Hill-climbing by the Two-strokes.

The Birmingham M.C.C. annual Easter run from the Horseshoe Inn on the Alcester road was started in atrocious weather. The trip this year had been altered from Weymouth to Lynmouth.

W. H. Eggington began very early with tyre trouble, and this misfortune followed him so persistently that he retired altogether near Wells, and Perryman also suffered from similar trouble, but arrived at Lynmouth on Sunday about 11 a.m.

At Bath, which was the first check, the only competitors up to time were J. Drew ( $3\frac{1}{2}$  h.p. Sunbeam), H. Hopkins ( $3\frac{1}{2}$  h.p. Abingdon), T. Silver (7.9 h.p. Quadrant), and E. Kibble on his new countershaft-geared Triumph. The climatic conditions encountered on Exmoor were of the worst possible description, wind and mist being alternately met, making it very trying for the riders. The rain which had been present at the start hardly ever abated all the way down.

### Notorious Porlock.

Porlock, with its notorious hill, though marked on the route card, was optional, as the competitors were allowed to take the motor highway if they liked. With very few exceptions, all chose the hill, and some very fine performances were witnessed.

The consistent running of the tiny Radco had been one of the outstanding features of the journey, and it was eagerly awaited on Porlock. Fitted with a two-speed gear of 5 and  $9\frac{3}{4}$  to 1, it had succeeded in climbing all hills encountered, and here on Porlock, with a little foot-slogging, was piloted to the summit successfully by Lovegrove.

Tom Silver easily made the ascent with the passenger on the carrier, and specially good climbs were made by



J. Drew ( $3\frac{1}{2}$  h.p. Sunbeam), winner of the Sangster trophy.

Drew's Sunbeam and Kibble's Triumph, which appeared to be taking things comfortably. T. Stevens on his  $2\frac{3}{4}$  h.p. Diamond made a splendid show also.

Sunday saw several of the riders doing unofficial stunts on Lynton and Beggars Roost, and here undoubtedly the most marvellous performance was made by the Radco two-stroke. Time after time it climbed just to show how much it enjoyed the fun; in fact, practically every-

one, at one time or another, handled the machine with equally wonderful results. Haddock on the Diamond two-stroke, who had previously not been getting his full power, owing to the ignition being slightly in error, had now rectified matters, and showed that, despite the fact that the two-stroke is a new type to him, he could get the best out of it, and he made a most favourable impression with his performances. Monday was likewise given over to touring in the vicinity, the return journey being commenced on Tuesday at 8 a.m.

Countisbury Hill was observed, as also was Birdlip, whilst a scheduled hill-climb had been held in order to assist in deciding the winner. The home journey was not without further disaster to one or two more riders, viz., C. H. Dyke had the ill-luck to break his countershaft pulley near Bristol, and G. A. Lovegrove on the Radco encountered gear trouble to such an extent that he could not complete the course.

### The Results.

This was most unfortunate, as his performance had been one of undoubted merit and would have put him well in the running for the cup. The awards were made as follow:—Class A (for sidecars over 500 c.c. and singles over 351 c.c.): J. Drew ( $3\frac{1}{2}$  h.p. Sunbeam), trophy and silver goblet; Tom Silver (7.9 h.p. Quadrant), silver goblet; E. Kibble (4 h.p. Triumph), silver medal; and F. J. Cooper (6 h.p. Enfield and sidecar), bronze medal. Class B (sidecars under 500 c.c. and solos under 351 c.c.): T. Stevens ( $2\frac{3}{4}$  h.p. Diamond), silver goblet; T. B. Haddock ( $2\frac{1}{4}$  h.p. Diamond two-stroke), bronze medal.

## A TRIAL IN THE HILLY WEST COUNTRY.

At 7.30 a.m. Saturday morning, 3rd April, A. Stevens ( $3\frac{1}{2}$  h.p. Zenith) led off the competitors in the Bristol M.C.C.'s open trial, with an outlook of what promised to be a dirty day, as a fine drizzle had just set in.

The route for the day was to Newquay, via Yeovil, Ashburton, and Tavistock, with a time check between Ashburton and this latter place. A check sheet had to be signed at Moffat's Garage, Yeovil, where all competitors reported themselves, and all arrived at Ashburton to time except Lieut. E. R. Troward, who lost considerable time owing to a belt fastener breaking, and as his toolbag had shaken open en route he had lost all his spares. The stretch from Ashburton to Tavistock, via Holme Chase and Dartmeet, proved a trying one to all competitors, as the weather had now become decidedly bad, huge banks of mist clouding the hills, which made conditions very similar to driving through bad fog.

Wood, on the Humberette, lost his way, and was not seen again, although later he reported safe arrival at Plymouth, but Scampton ( $3\frac{1}{2}$  h.p. Triumph),

Mansfield ( $3\frac{1}{2}$  h.p. Triumph), Walker ( $3\frac{1}{2}$  h.p. Norton), and Pittock ( $4\frac{1}{4}$  h.p. James and sidecar) checked at Tavistock in time for a gold medal, Pittock's performances being specially worthy of mention, as his was a full touring combination. The rest of the journey to Newquay proved trying, owing to the continued mist and drizzle, and most of the competitors arrived wet through. However, the headquarters at the Hotel Victoria could not have been better chosen, as every comfort was provided.

### Making for Home.

The return journey was commenced at 8 a.m. on Monday morning, the first check and lunch stop being at Barnstaple, where all the men arrived to time. The next time check was scheduled at the top of Beggar's Roost, the hill also having to be climbed non-stop to qualify for a gold medal. All men arrived here well up to time, A. Stevens ( $3\frac{1}{2}$  h.p. Zenith) making a good ascent of the hill and arriving practically to the second. Percival (Douglas), Scampton (Triumph), Mansfield (Triumph), all made good ascents, but the star climb was made by Walker on a

$3\frac{1}{2}$  h.p. Norton, who tore up the hill in what is undoubtedly record time.

Pittock here had hard lines as, owing to back wheel slip, he was unable to make a clean ascent, losing the gold medal. Rudge ( $3\frac{1}{2}$  h.p. Wolf) also had trouble on the hill with a seized gearbox, and was not seen again.

The route from Beggar's Roost lay through Lynmouth, Porlock, and Bridgewater, and the general conditions of the road, together with the beautiful weather which prevailed, made this portion of the trial most pleasant. Twenty miles from Bristol, Mansfield (Triumph), who up to this time was running for a gold medal, was found pushing his machine, owing to the spring of the magneto contact breaker rocker arm having broken. Truly hard lines.

Seven competitors checked back in Bristol, the awards being as follow:—

Gold medals.—G. O. Scampton ( $3\frac{1}{2}$  h.p. Triumph), H. Walker ( $3\frac{1}{2}$  h.p. Norton).

Silver medals.—A. Stevens ( $3\frac{1}{2}$  h.p. Zenith), C. Percival ( $2\frac{3}{4}$  h.p. Douglas), A. J. Dowler ( $3\frac{1}{2}$  h.p. Sunbeam), Lieut. E. R. Troward ( $3\frac{1}{2}$  h.p. Douglas), E. J. Pittock ( $4\frac{1}{4}$  h.p. James and sidecar).





## Improvements in Lubrication.

### How to Lengthen the Life of an Engine.

**T**HERE is no doubt that many modern motorcycle engines wear out far more quickly than their predecessors of eight or ten years ago. This fact may be put down to two or three causes, but probably the chief one is the inadequate size of the bearings of some of our modern engines, for it must be remembered that, though the bearings of a 1915 engine may be slightly larger than those of a 1905 engine, the power output, or brake horsepower, is very much larger.

In point of fact the writer has noticed in some cases that the modern bearings are rather smaller than those of the older engines, this being due, probably, to the worship of that great god "R.P.M."

Whilst on the subject of the size of bearings it would be as well to point out that of two bearings of equal surface that with the larger diameter will last longer than the one with greater length. It may seem that by fitting larger bearings all round the difficulty can be overcome, but this is only partly true. It is the opinion of the writer and of many of our leading experts that the solution of the problem lies in correct lubrication.

There are three systems of lubrication: the "splash," the method in which the oil is mixed with the petrol, and the mechanically-forced feed to the bearings. In some cases a combination of these systems is employed, but by far the most usual is the "splash" system, which may be subdivided according to the method by which the oil is fed into the crankcase. Probably the most usual method is that in which the oil is supplied by a hand pump, a charge being delivered every few miles.

#### Systems of Lubrication.

This, of course, leaves much to be desired, as the engine is alternatively over and under-lubricated. To get over the difficulty a rather refined edition of this system is marketed in which the pump is only charged by hand and the oil is expelled by a spring placed behind the plunger of the pump. Between the pump and the engine are placed a regulator in the form of a needle valve and a little glass barrel through which the oil may be seen dripping. This gives an obviously more even supply of oil, and is well worth the slight additional expense.

In some machines gravity is left to force the oil down past the needle valve, but it is difficult to regard this as reliable when no sight-feed is supplied. The second method mentioned is probably the best of the three, but taken as a whole the "splash" system has several failings. Too much is left to chance, and the drag on the flywheels by the oil is not inconsiderable. "Ah!" you will say, "but this has served us now for a long time, why should we drop it?" If you find brown bread is nicer than white, and that you can live on it more cheaply, would you not use brown bread? The same argument applies to everything, only it is necessary to find the brown bread or the lubrication system which is both cheaper and more convenient to use.

The two-stroke, jumping into the limelight, has brought with it that form of lubrication in which the oil is mixed with petrol in the tank. This system is by no means new, but until the Connaught people included it in their specification very little was heard of it in this country. There is no doubt that lubrication by this system is most thorough, in that oil is conveyed to every bearing, and, of course, once the oil and petrol are mixed there is nothing else to worry about. It is, therefore, not only thorough, but simple, but like every other good thing on this earth it has to be paid for, and one's oil bill will be rather high.

A friend of mine who tried this method on an old  $3\frac{1}{2}$  h.p. Rex, with automatic inlet valve, found that the oil condensed on the valve and stem and caused it to stick at slow speeds. Tried on a lightweight machine, the owner found it impossible to run as slowly as was previously possible, and attributed this to the heavier mixture, which, he supposed, would not evaporate so easily.\* A slight inconvenience in connection with this system is that some oils seem to separate from the petrol in the float chamber and, creeping over the exterior of the carburettor, cause it to get very dirty and muddy if the roads be dusty.

#### The Construction of Oil.

Oil is composed of a number of minute globules, and these globules, acting as little balls, decrease the friction of a bearing just as steel balls will do if arranged properly. If a ball cracks or gets badly worn in a ball bearing it is, of course, worse than useless. Similarly, if the oil globules become flattened or split they have no lubricating property. What is more, these globules do become flattened, even as steel balls wear, but the oil globules wear much more quickly. Unlike steel balls, however, the globules will regain their true form if released from the pressure before they are thoroughly pulverized; it is, therefore, only wise to renew them as often as is possible, and so prevent them from becoming permanently damaged.

To do this, the oil must be kept in constant circulation through the bearings. At even moderate speeds the pressure between the shaft and the bearing is very great (especially is this the case with the "big-end" and gudgeon bearings), and, in order to force oil between the two surfaces, it must be supplied at an even higher pressure, and this is the chief argument for the third system, the mechanically-forced feed.

As has been shown, the oil may be used over and over again, and the consumption will, therefore, be appreciably lower, and any dust or other abrasive material which might find its way into the bearings is immediately washed out and collected in a gauze strainer before the oil re-enters the engine.

The only weak point in this system seems to be that, in the devices now used, no regulation of the oil supply can be effected except by some "by-pass" arrangement, and this means a loss of pressure. The writer has been shown a novel pump, the output of which can be varied, regardless of engine speed, and if this is placed on the market it should solve this difficulty.

E. P. WILLOUGHBY.

\* The petroil system of lubrication is, of course, quite unsuitable for a four-stroke engine.—Ed. "M.C."





## NEWS OF THE WEEK IN



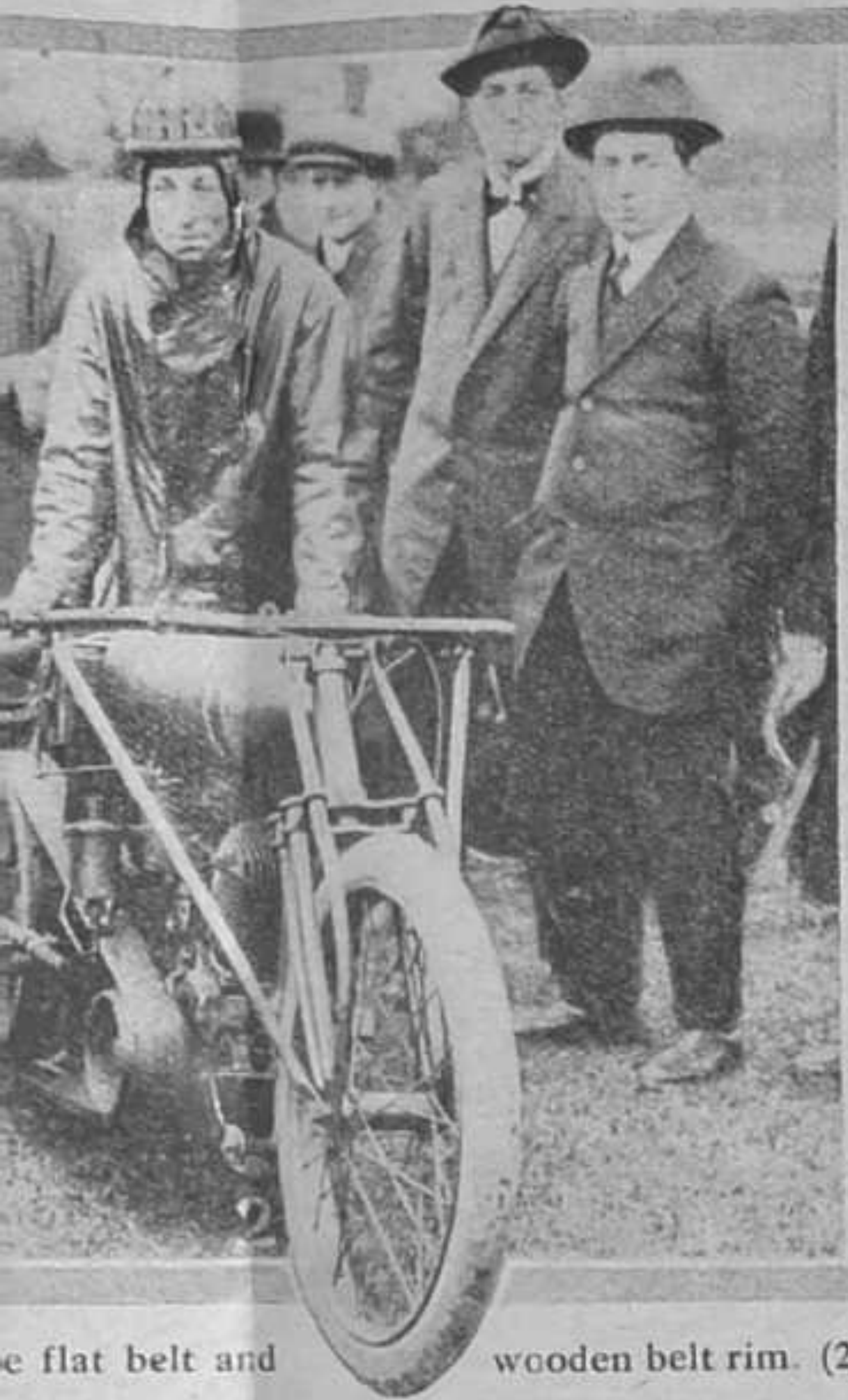
(1) C. A. Paton at Herne Hill track with a 16-20 h.p. Anzani machine which he uses for pacing purposes. Note the flat belt and



(1) A bridge built by the United Arts Volunteer Rifles at Churt, near Farnham. (2) The motor squad

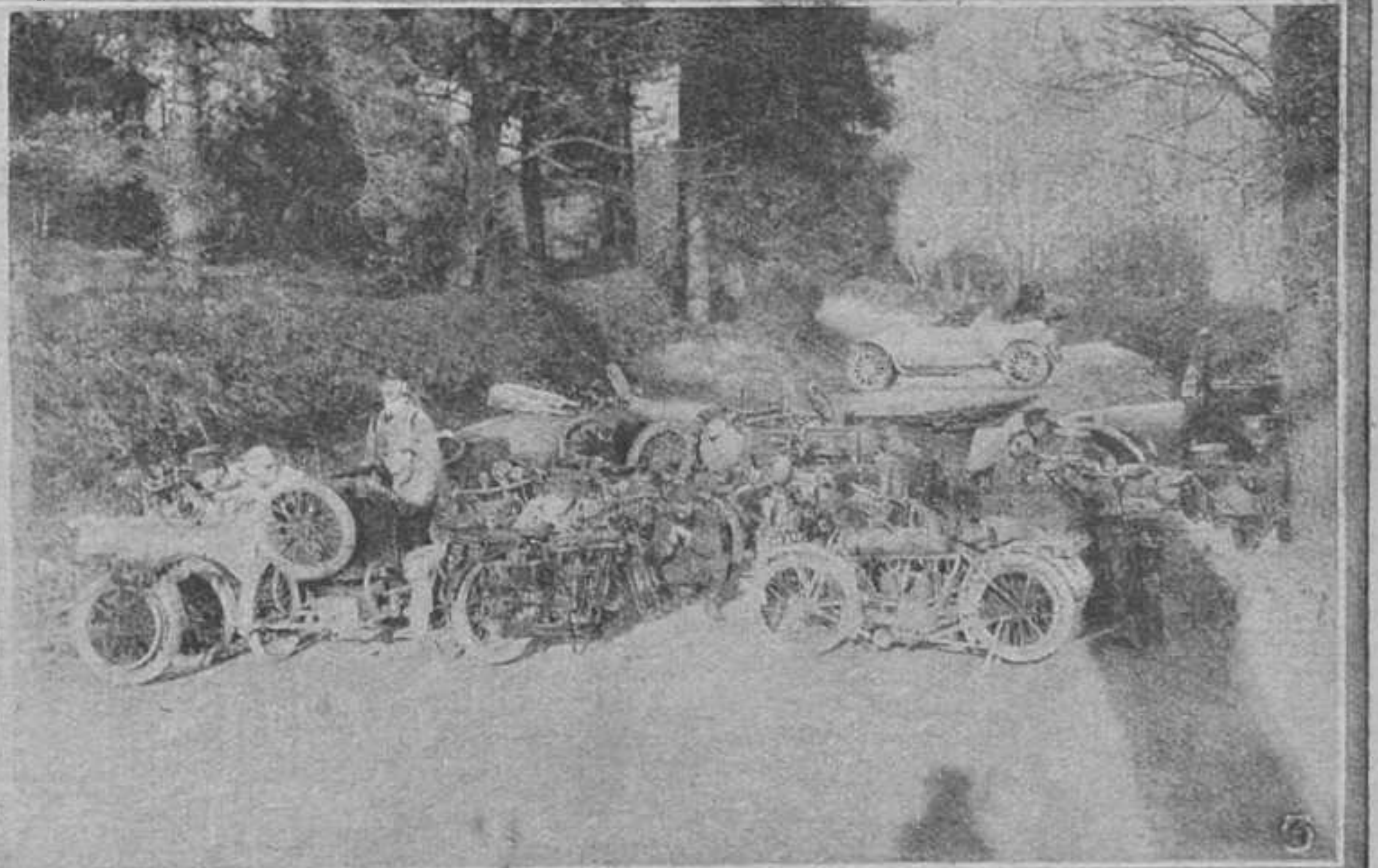


# WEEK IN PHOTOGRAPHS.



the flat belt and

wooden belt rim. (2) Another view of the Anzani pacing motorcycle. (3) Men of the U.A. Motor Squadron cooking.



am. (2) The motor squadron learn how to entrench. (3) A road barricade of motorcycles and cars.



# AMONG CO. WICKLOW MOUNTAINS.

## Successful One Day Reliability Run Held by the Dublin and District Motor Cycle Club.

The Easter competition of the Dublin and District Motor Cycle Club took the form of a one-day trial. Although the distance covered was but 145 miles, the nature of the route made the trial one of the most severe the club has ever carried out, and consequently the allowances at the open and secret controls were more liberal than usual. The variations at the secret controls will only be taken into account in the event of there being a tie for the Dunlop Cup.

### Hilly and Picturesque Roads.

The route traversed the Co. Wicklow mountains from west to east and from east to west, and included the ascent of the following well-known hills, most of them being taken in both directions:—Wicklow Gap, Drumgoff, Aughavanagh,

Ballymacrae, Sally Gap, and the Devil's Elbow at Glen Cullen. Gold medals were on offer to all gaining full marks at all the open controls, silver medals to those gaining 90 per cent., and bronze medals to all finishing within 30 minutes of the scheduled time. There were also prizes for the best lightweight performance, for the best performance on a 600 c.c. sidecar, and a team prize.

### The Starting.

The start was from Inducore Bridge, and the following were sent away:—W. H. Freeman (7.9 h.p. Indian), J. J. White (2½ h.p. Sun Vitesse), C. S. Kettle (4 h.p. B.S.A. and s.c.), R. Armstrong (6 h.p. Royal Enfield and s.c.), J. B. Cunningham (3½ h.p. Brough), S. Allen (3½ h.p. James), J. F. A. Day

(2½ h.p. Sun Vitesse), J. J. Farrell (3½ h.p. Scott), C. B. Franklin (5 h.p. Indian), A. W. Mooney (6 h.p. Bradbury and s.c.), T. W. Ladd (4 h.p. Bradbury), T. E. Green (3½ h.p. Rudge Multi), F. M. Summerfield (6 h.p. New Hudson and s.c.), Dr. Spencer Shool (4½ h.p. L.M.C. and s.c.), A. R. Wayte (8 h.p. Harley Davidson and s.c.), P. H. Hurse (3½ h.p. Rover), A. Carton (4 h.p. A.J.S. and s.c.), F. Freadman (2½ h.p. Sun Vitesse), Dene Allen (2½ h.p. Sun Vitesse), T. J. Woods (7 h.p. B.S.A. and s.c.), D. Parbury (5.6 h.p. Excelsior and sidecar).

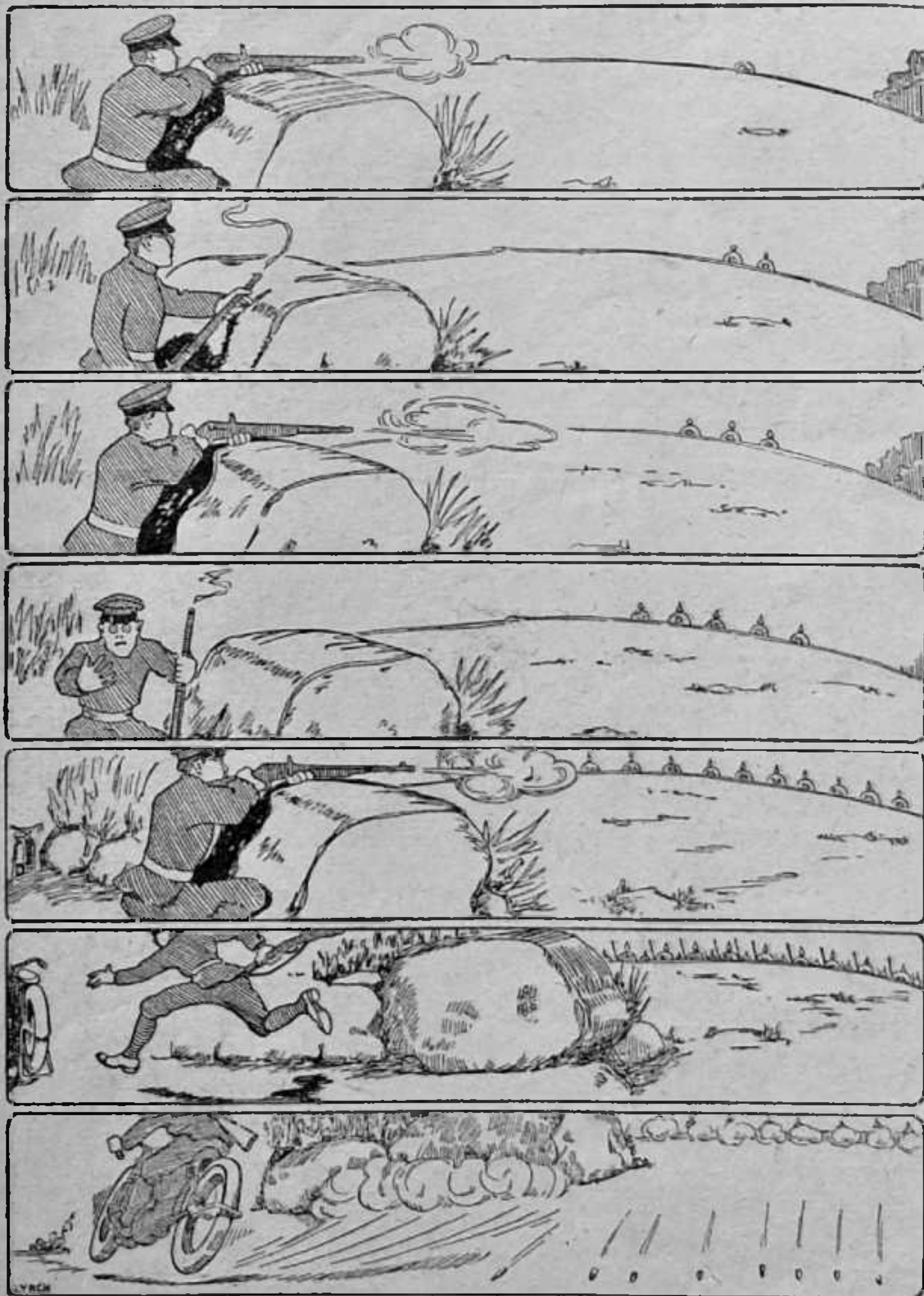
### Heavy Going.

A number of heavy showers were encountered during the day, but on the whole the weather conditions were agreeable. Some of the mountain roads, particularly near Sally Gap, were very heavy, and this section cost many of the competitors their non-stop records. Fourteen of the starters finished, and of these the following made non-stop runs: W. H. Freeman (Indian), R. Armstrong (Enfield and s.c.), S. Allen (James), C. B. Franklin (Indian), T. E. Greene (Rudge Multi), F. M. Summerfield (New Hudson and s.c.), P. H. Hurse (Rover), and A. W. Mooney (Bradbury and s.c.). The other competitors to finish were:—J. J. White (Sun Vitesse), C. S. Kettle (B.S.A. and s.c.), J. F. A. Day (Sun Vitesse), T. W. Ladd (Bradbury), T. J. Woods (B.S.A. and s.c.), and D. Parbury (Excelsior and s.c.).

White will probably win the lightweight prize, and the best team performance was put up by the trio consisting of Franklin, Freeman, and Mooney.

### NORTHERN MOTORCYCLISTS' ACTIVITY.

The following ten affiliated clubs in the North Eastern Automobile Association agreed to open the season with a run to Allendale (Northumberland) on Good Friday: Sunderland, Bishop Auckland and Darlington; Stockton, South Shields, Hartlepoons, Wansback, Newcastle and district; Darlington, Tynemouth and Whitley Bay, and Durham. Wretched weather conditions disheartened many motorists who set out on the promise of a fine day in the early morning, and the meet was by no means representative, as a number turned back on encountering sleet driven in by a heavy headwind. Among the members counted for the Grimshaw Shield Competition (an award to the club with the highest percentage of its paid-up members present) were 17 from the Newcastle Club, seven from Sunderland, four from Tynemouth, and two from the Hartlepoons. Mr. R. Scoon's Grand Prix Morgan attracted some attention, but there were very few novelties to be seen. A census of the machines present showed that the A.J.S. sidecar combination was the most popular machine of the day.



'Scouting and Scooting.' An American motor-cycling journal's idea of a rider's life at the Front.



# MOTOR-CYCLING VOLUNTEER CORPS.

## Commandant Tom Silver Gives an Instructive Lecture to the Midland Motorcyclists' Volunteer Corps—The 1st Reserve Motorcyclists' Battalion.

Part of the instructional course of the Midland Motorcyclists' Volunteer Corps consists of lectures in which the results of the manoeuvres are fully discussed and criticised by the commandant.

As previously reported in our pages, the first manoeuvre consisted of a reconnaissance and despatch ride, which aroused considerable enthusiasm. At a later date Mr. Tom Silver delivered an interesting and at the same time instructive lecture on these proceedings.

After detailing briefly the scheme of operations, he went very thoroughly into the various reports of members. The object of the ride was to obtain information as to the position of the enemy, this portion occupying the outward journey. On the return half riders had to carry a despatch from the G.O.C. of the relief force to the G.O.C. of the Birmingham force.

### Attacked by the Enemy.

The city of Birmingham was for this purpose supposed to be attacked by the enemy on all sides, but there were weak points between Stechford and Bromford Bridge, that is south-east of the city. North of Bromford Bridge, however, the enemy were strongly positioned and also to the south of Stechford. The enemy were being represented by police patrols and boy scouts, also Commandant Silver helped in this capacity.

He went on to say he made a patrol over the ground between Bromford Bridge and Stechford, and found that it was only necessary to throw out two advance outposts owing to the surrounding country offering him excellent defence.

On the south the River Cole, north of Washwood Heath Road lay Hodgehill Common, and south was a second-class road which held all roads from both sides of the river, and which if crossed from the south by either of the two fords, viz., Colesford and Leaford, would have again had to be crossed by the bridge at Stechford, this being the only bridge within bounds. Stationed here were the police, therefore all other roads were left unguarded, with the exception of the second-class road, where he stationed an outpost. On the Birmingham side of the common the patrol found that the approaches to the city could be held by a ridge commanding the common; here he again placed an outpost, thus having taken advantage of the country; it gave him an opportunity of throwing back his pickets near to the city. This he did, leaving, however, two roads open past the outposts.

### A Surprise.

He surprised members somewhat by saying that practically all were captured by the two outposts. Seven men only got through; two of these, however, arrived late, and as the outposts had then been withdrawn their claim could not be allowed. From their reports though, he said he had every reason to believe they would have succeeded.

Another member of the seven got within a few yards of the city, but the glitter of his plated handlebars gave him away and he was captured, therefore, remarked

the commandant, this shows the necessity of having a self colour all over a machine.

One of the remaining four went out of bounds and succeeded in getting through "unscathed," but as he did not comply with the conditions his claim had to fall through. The three remaining were all caught by the inner picket.

Commandant Silver then went on to explain the cause of their failure to get through. This he said was caused in most cases by endeavouring to cross open ground, which was commanded by a height, also the various section leaders did not sufficiently study their maps. Had they done so they would have seen that the River Cole and Hodgehill Common should have been avoided.

Much amusement and no little surprise were caused when the commandant announced that at Stonebridge he had instructed a man to question various riders why they were assembled there and which way they had come, etc. He duly returned and told the commandant precisely all he had found out.

### Giving Themselves Away.

"Well," remarked Mr. Silver, "if information is given away like that, I am afraid there would soon be no army left, so follows the old maxim, 'a still tongue makes a wise head.'"

The commandant next proceeded to explain what should have been done, and how the reports should have been made out. A reconnaissance really consists of two parts: (a) the sketch; (b) the report. The report in some cases is of the greatest value, but, if correctly drawn up, the sketch conveys as much information, but it must be well marked.

Dealing with the sketch first. To make

an intelligible sketch does not mean that a rider need carry a T square and a drawing board.

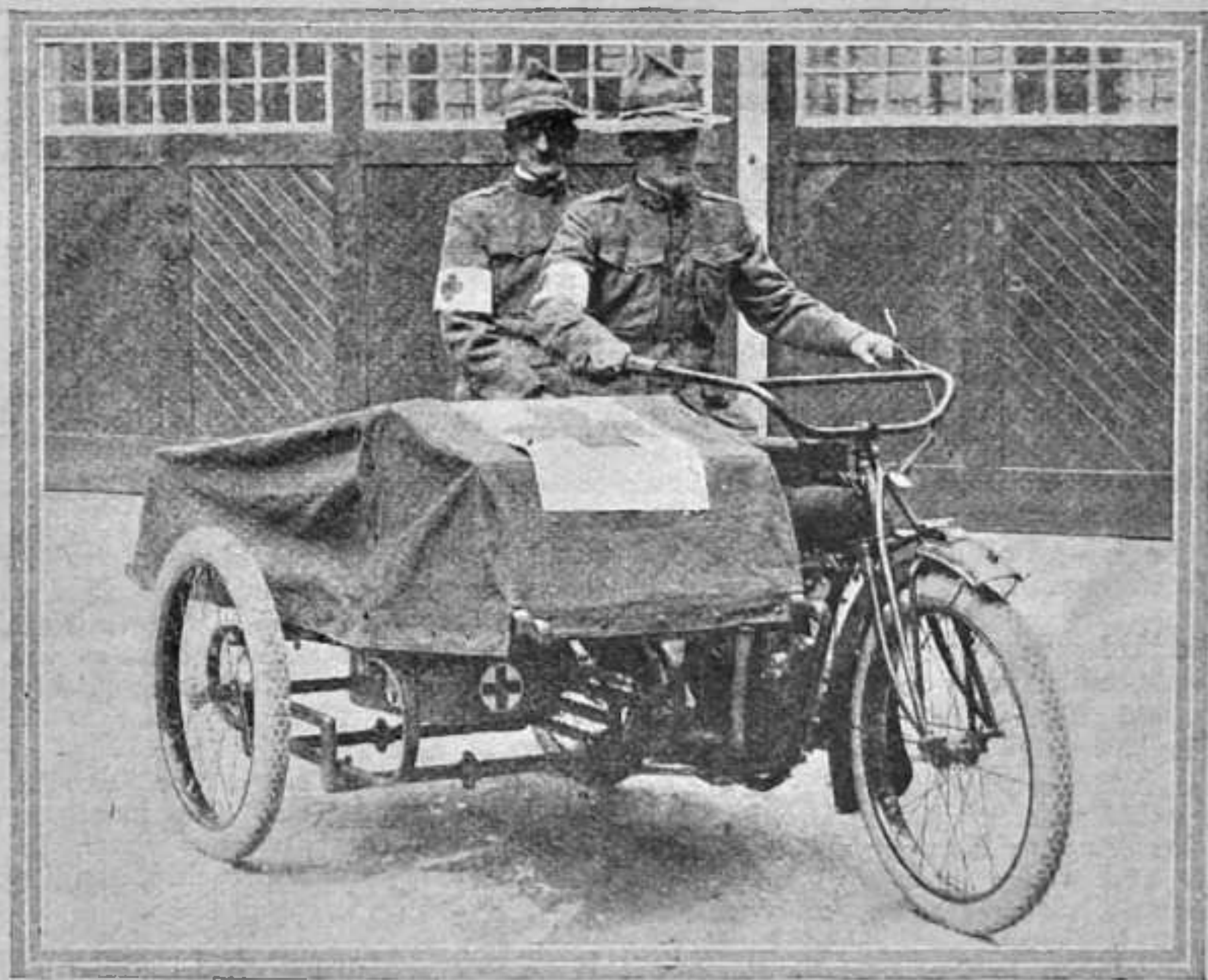
### Military Sketching.

The making of a sketch can be done by simple methods, and the results would be of equal value to those made by more advanced and intricate methods. What was particularly wanted was clearness, and he advised them to keep to the military abbreviations and signs (members had previously had charts given them, on which all the necessary signs were displayed), so he advised them to study these carefully. If time permits, the sketches should be checked with the maps. In some countries reliable maps are unobtainable; consequently, the G.O.C. relies on the Intelligence Department to bring him these details accurately set out. The quickest and simplest way of obtaining these is by hand or eye sketching, which system, he said, was on the increase for military purposes, more especially when reconnaissances are made by motor and aircraft.

The fact that plain and accurate outline sketches are required, by which the original may be recognized when afterwards seen, should be kept in mind.

Training the memory was another important item dwelt on during the lecture, and he illustrated this by saying how perhaps a sketch may have to be done after the rider gets in. The north should always be clearly indicated, and the scale a sketch is made to should always be shown. Coming back to the reports of members which he had before him, he gave much helpful advice. He explained why these should

(Continued on page 574.)



An Indian sidecar ambulance. It will be seen that the American method of attaching the sidecar on the right-hand side of the machine makes it particularly suitable for Continental roads.



## ANOTHER NEW SIDECARETTE.

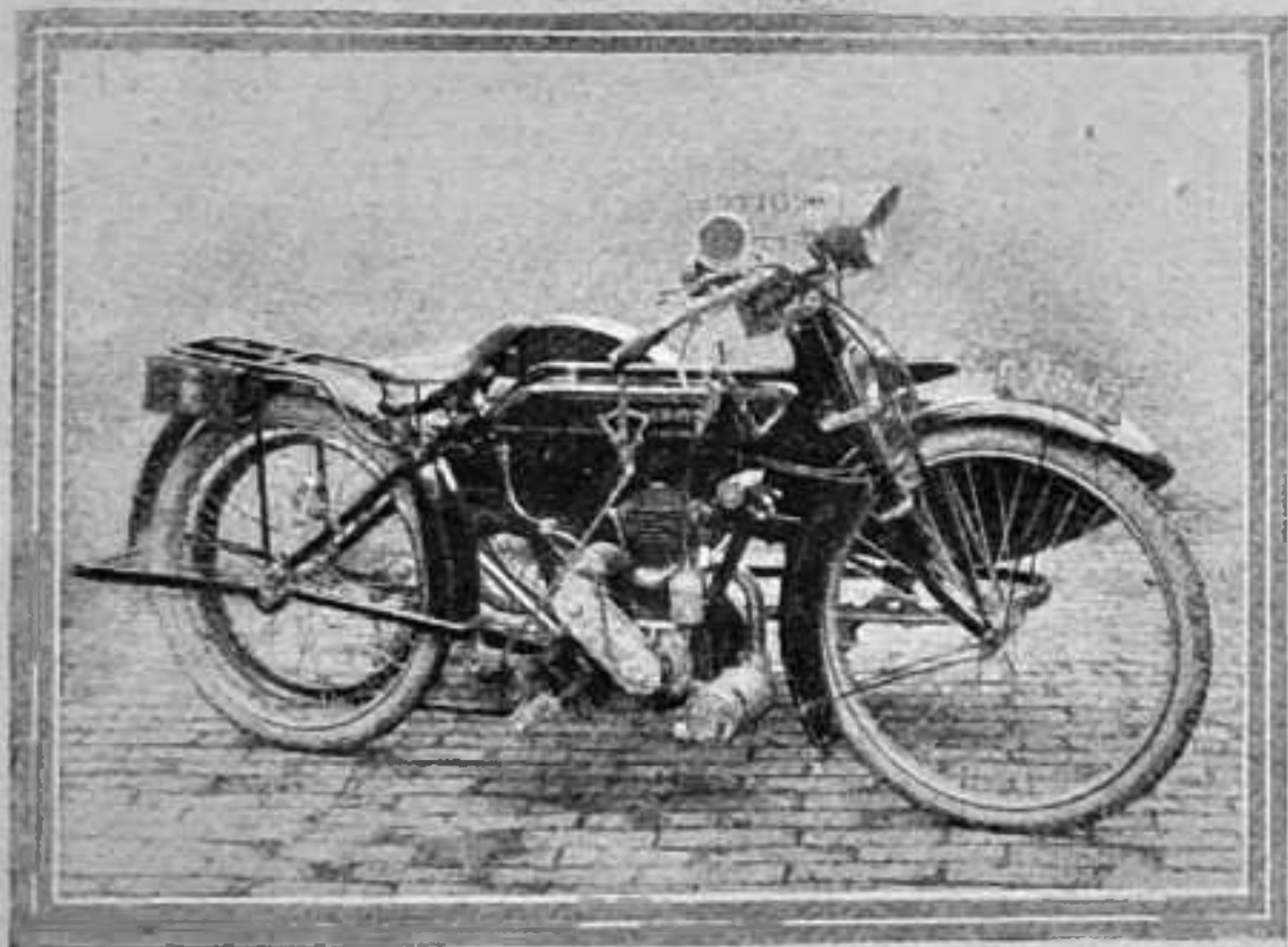
The New Ryder Two-stroke with Canoelet Sidecar—A Sporting Little Outfit That Should Prove Popular.

**Q**UITE one of the most sporting little outfits it has been our lot to inspect was shown to us recently by the New Ryder Cycle Co., of 41, Cape Hill, Smethwick, Birmingham.

By reason of its racy appearance it cannot fail to attract attention, and the makers will doubtless find a ready market for such a distinctive turnout.

It is engined with the well-known Peco  $2\frac{3}{4}$  h.p. two-stroke, and has a two-speed Albion gear and clutch. Transmission is by Hans Renold chain to the countershaft, and thence by  $\frac{3}{4}$  in. Pedley belt to the rear wheel; 26 in. by 24 in. Hutchinson studded tyres are fitted, whilst the driver is provided with an excellent seat in the way of a Leatherics pan-seat saddle. An Amac or Senspray carburetter can be had, and other fitments of repute are Saxon forks, and Best and Lloyd drip feed. Two metal-lined tool-bags are carried, and accessories include pump and kit of tools.

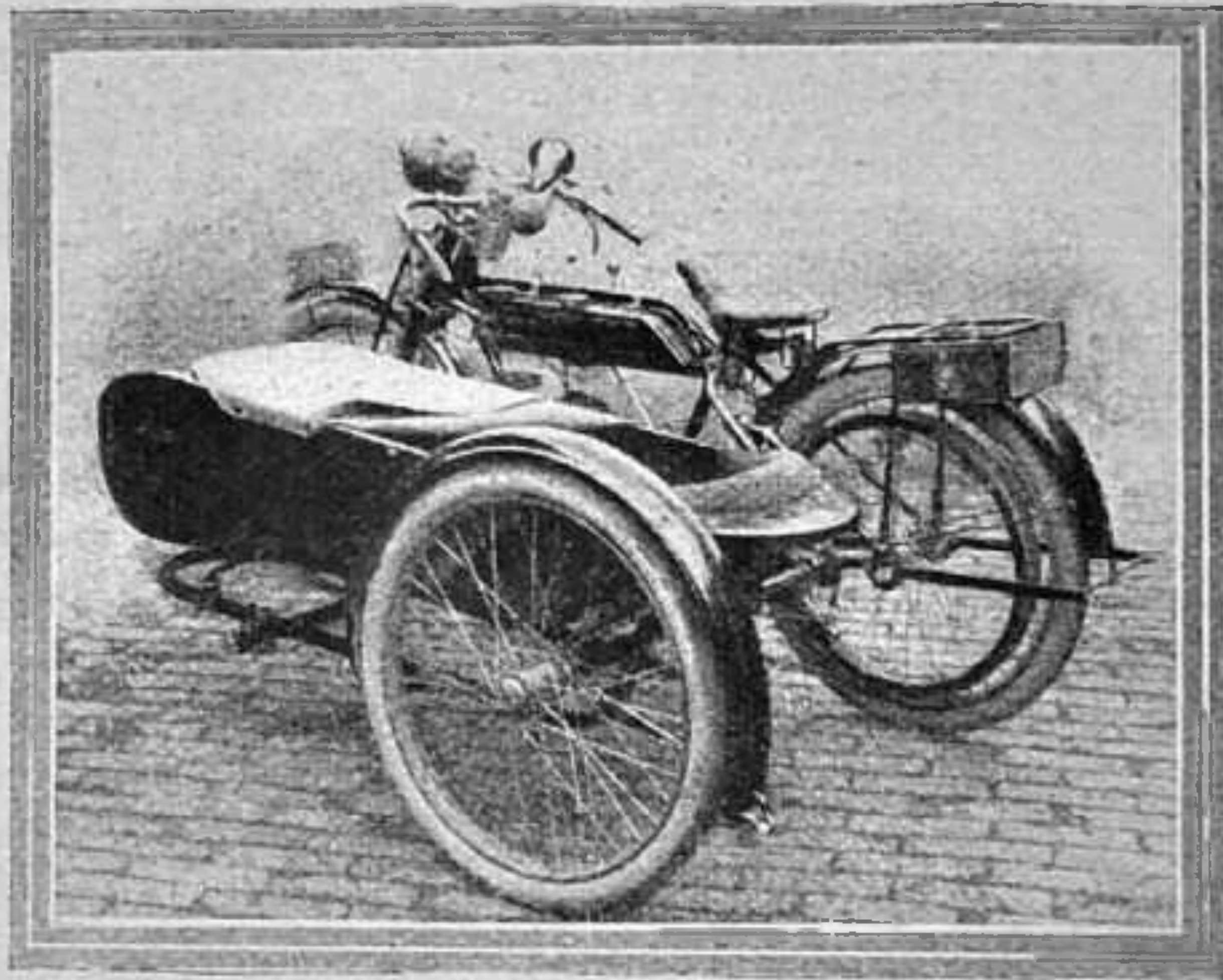
The sidecar attached is of the famous Canoelet



The New Ryder sidecar, a  $2\frac{3}{4}$  h.p. two-stroke outfit with an excellent specification.

manufacture, the model chosen being the "Sports" type, giving a very low position. From a first glance at this fitment, one may be inclined to think the seating attitude, though eminently suitable for racing purposes, perhaps a trifle uncomfortable for ordinary touring work, but from a personal trial of it we can assure intending buyers this is not so, and with the hammock seat and a well-padded back, the little

sidecar is quite cosy. The makers would be well advised, however, to make some sort of footrest at the toe of the car, if they intend to supply these in large quantities for the sidecar market, for we found the feet, lacking this support, were jerked about at every unevenness met on the road.



The sidecar fitted to the New Ryder is of the well-known Canoelet make.

This is the only criticism we have to offer to an otherwise excellent little turnout. Our trial was not confined to the sidecar, for we subsequently took over the driver's seat, and found the outfit exceedingly pleasant to handle.

The steering was exceptionally good, and the semi-T.T. bars fitted gave excellent control, and quite a comfortable posture. The machine has a good turn of speed and climbs really well.

Altogether our impressions of the New Ryder sidecar were distinctly favourable. Aluminium footplates, we understand, can be had in place of the footrests fitted as standard at an extra cost of 10s. 6d.

A tank holding a gallon and a quarter of petrol and three pints of oil is fitted, tastily enamelled in best quality black and lined with broad gold lines.

The framework for this model has been specially reinforced to withstand the sidecar, and everything conducive to efficiency has been carefully studied. The selling figure is to be 50 guineas.

### Motor-cycling Volunteer Corps. (contd. from page 573).

be classified under various headings, such as roads, railways, woods, towns, etc. It was not sufficient to say the road was wide or it went to So-and-So; the report should indicate whether it is level or hilly; what condition it was in, whether metalled or not, and so on; also bridges, towns and water noted. Rivers he particularly laid stress upon, calling their attention to current, banks, bed, country on either side, bridges, ferries, boats, fords, breadth, tidal or not. Initiating members in the art of finding fords, he said these could generally be traced by the tracks leading to the river, but when

found they should not blunder straight across, as the course may run zig-zag, and one may get into deep water. Note well the spot you embarked at, as you may sometimes have to turn back quickly. As to railways, many important points had to be noted: for instance, whether the track was single or double, and what gauge, also the junctions, stations, and construction thereof, accommodation, water approaches, camping space, etc.

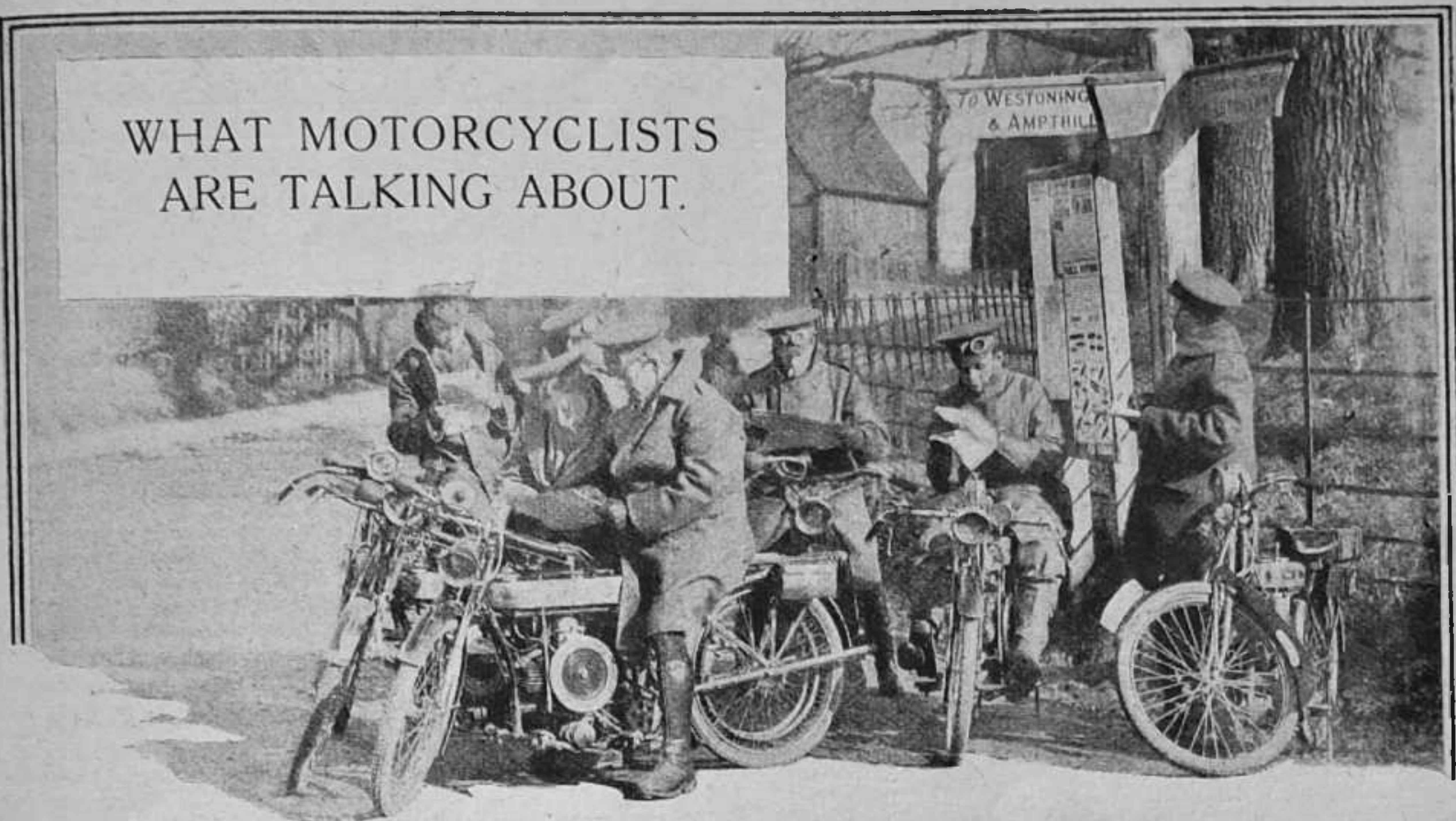
#### 1st Reserve Motorcyclist Battalion.

The Middlesex Company of the 1st Reserve Motorcyclist Battalion met at 9 a.m. on Good Friday at Edgware and proceeded, at a fast pace and in good

order, to Bow Brickhill via Dunstable and Woburn Sands. After some time spent in map reading, the company divided and each party in turn advanced on the hill, and endeavoured to reach a certain field without being observed. The result of these operations was very instructive. The return journey, through Leighton Buzzard, was uneventful, and every member was present at the final roll call. On Easter Monday the day was spent on Beacon Hill, near Ivinghoe, in map reading and signalling. Good progress was made. Any motorcyclist wishing to join should apply to the Hon. Sec., Mr. E. W. Grimsdell, 29, Little Trinity Lane, E.C. Telephone, Central 5647.



## WHAT MOTORCYCLISTS ARE TALKING ABOUT.



The Editor is not responsible for, neither does he necessarily agree with, the views taken by correspondents. Both sides of any topic are given equal publicity. A pen-name or initials can be given for publication, but the writer's full name and address must always be sent. All communications should be written on one side of the paper only.

### Motor Insurance.

*To the Editor of MOTOR CYCLING.*

I was pleased to read the letter from Mr. Attwood-Evans in your issue of 30th March, but I am afraid that he has misunderstood my previous letter. For the purpose of saving space, I refrained from giving full particulars of the way in which my machine was stolen, but do so now, and from these it will be seen that "carriers" and "manufacturers' servants or agents" do not enter into the question at all, as is supposed by your correspondent.

The facts are as follow:—I advertised my machine for sale in the columns of *MOTOR CYCLING*, and by 11 o'clock on the day on which the advertisement appeared a young fellow called to see it. After negotiations and inquiries as to his bona fides had been made, he called a few days later to complete the purchase, and started on the customary trial run of a few minutes. He never returned, and from that day to this I have never seen or heard of the machine or rider.

I trust that the above will make the point clear. In my opinion, it is a case of theft which should be covered by the policy outlined in my previous letter, but the insurance company refused even to discuss the point. I shall be glad to hear how, in the opinion of Mr. Attwood-Evans, the company which he represents would meet a claim arising under the circumstances set out above. If he thinks the claim would be admitted, the name of the company would be of interest.

"ONCE BITTEN."

### Frame Design.

*To the Editor of MOTOR CYCLING.*

In contributing to the discussion invited by "A.S.G." it seems natural to suppose that the violent influence of the times is reflected in this irruption of "gas-pipe" design, and the appropriate tendency to "frightfulness" in the fashioning of the ladies' motorcycle. The designers may be at the front, as suggested by "A.S.G.," but the irrepressible tube-benders are always with us, and at it, and never more so than in these frame-distorting efforts to "make room for the lady." It should scarcely be necessary to say that the ideal frame depicted by "A.S.G." has been found satisfactory for all purposes since its introduction in 1908 in the Scott motor-bicycle.

Although the tank shown in the illustration slightly differs

from the saddle tank fitted to the 1914 T.T. racers, the other features of the frame, including the relation and fixing of the engine, are identical with the standard Scott of to-day.

ALFRED A. SCOTT.

*To the Editor of MOTOR CYCLING.*

I fully endorse "A.S.G.'s" remarks on the ladies' motorcycle so far as "he sees no reason for the unmechanical contraptions of bent tubing," as he terms it, and on this account I swear by the Brough and Douglas, because they are made of straight tubing and incorporate my favourite type of power plant, the horizontally-opposed twin engine. We have also the Ivy and Clyno made on similar lines of frame construction.

I can forward real photos. of a machine of 6 h.p. "V" type twin designed for a lady, and there is not a bent tube in the whole frame. This machine is a Brough.

(Miss) M. REID.

### A Tall Story.

*To the Editor of MOTOR CYCLING.*

I, as an old subscriber to your interesting and instructive paper on one of the finest sports in the world, thought you might be interested in the enclosed narrative, which comes from East Griqualand (Cape). I have had some queer adventures myself in 13 years South African riding with sand, stones, mud and drifts, but I give this the palm. I am sending it because, in the last half-dozen issues received, some people think they are badly used if they get up to their front axles in water. We often get up to the neck. I do not vouch for absolute accuracy.

"The journey from Kokstad to Matatiele by motorcar, which can be done in dry weather in four hours, took ten. At one place in the 'road' the motor went into a hole so deep that it took 20 mules to pull it out. At another place the travellers were interested to see a heap of mealio sacks, full, lying in the mud. The wagon was there, but was buried! Farther on, a nice new hat was seen lying in the middle of the track. The traveller went forward and picked it up, and was considerably surprised to find a man's head in it. Help was obtained, the owner of the hat dug out. 'Don't go away,' said the man, fairly, 'there's a horse and cart somewhere under the mud.'"

A. R. BRAY.

South Africa.



What Motorcyclists Are Talking About (contd.).

Motor Cycling in India.

To the Editor of MOTOR CYCLING.

In reference to the letter by "Traveller" re Motor Cycling in India, I have pleasure in giving him the following tips. Taken in order of his queries they are:—

Roads.—Are rideable; our best roads are on a par with second-class roads at home. On the main road from here to Poona we have a hill four miles long and rising 1700 ft.

Petrol supply.—Around Bombay Island about every half-mile at 1s. 4d. (one rupee) a gallon. The nearest supply on leaving the city is 112 miles, but I have been on a run where I had to carry enough for 400 miles.

Clothing.—Near Bombay white drill, or preferably khaki drill, and a sun hat of course. If going to the hills in winter one wants European clothes.

Heat.—Average about 70 degrees to 80 degrees Fabr.

Spare parts.—Advisable to bring all the special parts from home, but bearings, rims, tyres, spokes, bolts, etc., can be got here, and anything that the ordinary motor mechanic can make.

Guide books.—The only guide books here are very vague, giving merely the main roads.

On getting away from Bombay the scenery is not bad. The best makes of machines can be purchased here. The average cost of a single (as Premier or Triumph 3½ h.p., with three-speed gear) is about Rs 1025 (£68 7s.), which, compared with home price, is not bad. For example:—

Premier at home	...	...	...	60	0	0
Customs duty (five per cent.)	...	...	...	3	0	0
Packing (say)	...	...	...	2	0	0
Freight at 30s. per ton-mile (say)	...	...	...	4	0	0
Railway charges, clearing, etc.	...	...	...	1	0	0
				£70	0	0

Road tax is Rs 8 per quarter = £2 2s. 8d. per annum.

Licence (driving) Rs 2 per year = 2s. 8d. per annum.

If "Traveller" cares for any more information I shall be pleased to communicate with him direct.

11, Jenkins House, Bombay.

JOHN K. HOOPER.

Insurance.

To the Editor of MOTOR CYCLING.

My premises here were broken into on or about 21st February. The articles stolen were chiefly accessories, belonging to my motorcycle and sidecar. The damage done to the machine was also considerable. I have been insured for different machines for several years, and on making a claim I am informed that, unless the machine was stolen along with the accessories, I am not covered. The clause of my policy is as follows:—

"That the company shall indemnify the assured by paying for or making good any loss or damage to any motor vehicle, including accessories, if actually stolen with the motor vehicle itself belonging to the assured and described in the schedule hereto by burglary, house-breaking or theft, but only to the extent of the total sum stated in the schedule of this policy."

Probably there are many motorcyclists who, like myself, have read their policies carelessly, and believe they are covered against theft of accessories, whether stolen with the machine or not.

W. P. LAUDER.

Pendleton, Manchester.



A remarkable photograph of an Indian machine being driven through snow.

A 13-YEAR-OLD MOTORCYCLIST.



This photograph was sent to us recently on a postcard, which bore the words—"With the compliments of the youngest Brazilian motorcyclist (13 years old), Paulo de C. Leily, Rio de Janeiro, Brazil."

Under the Horses' Hoofs.

The active service despatch rider has many difficulties to contend with, as is shown from the following letter which I have received from Corporal G. A. Cade, my brother:—

"The machine I have now is not much good, and can barely be held up on the awful pave roads of fair France. There is a vast amount of traffic on the road, and it is no uncommon experience to find yourself slithering down the camber into either a kerb, mud, or, by way of a change, a canal.

"Here is one little experience of mine. I had to take a despatch over an awful road, along one side of which ran a canal. Going in the same direction as myself were a number of horses, which, of course, had to be passed. At the same time wagons were passing me every few seconds going in the opposite direction. Thus I was for ever dodging something or other, with the result that my machine skidded about, and in its pirouettes nearly threw me into the canal. Once or twice I turned completely round. Well, I caught up the horses, and when in the middle of them one nervous quadruped shied and kicked out. He got one home on the motorcycle, which collapsed on the road with a big gash in the rear mudguard. I went sprawling in the mud, and then the fun started. The whole bunch began lashing out within a few inches from me, and my retreat was cut off by the canal. I laugh at the incident now, but it was no laughing matter at the time.

"A countershaft geared Triumph reached the base a day or two back, and the fellows immediately crowded round it. It was the first they had seen, and they admired it no end. Many of us are trying our hardest to get one, including myself. Isn't it a great bike? I am anxious to get one in place of my present mount."

L. H. CADE.





## INFORMATION AND ADVICE.

### SPECIAL NOTICE.

We shall be pleased to answer any queries put to us by our readers, or to receive correspondence from them. Readers will kindly adhere to the following simple rules:—(1) All letters, which must be marked "I. and A." on the top left-hand corner, to be written on one side of the paper only. (2) Whether the reply is intended for publication or not, it is essential that a stamped and addressed envelope should be enclosed. Not a stamped undirected envelope. (3) Questions will not be answered on the telephone. Many answers to questions with regard to routes and touring in the British Isles and on the Continent are to be found embodied in "How and Where to Tour by Motorcycle," and inquiries are referred, first of all, to this book, which will be sent, post free, from these offices for 1s. 2½d.

**TOURING INFORMATION.**—Routes can be mapped out, and when of general interest, will be published in our pages for the benefit of other readers, but a stamped addressed envelope for reply must be sent. **LEGAL ADVICE.**—Legal questions should be sent separate from other questions, and a stamped addressed envelope for the reply must be enclosed. We have retained a lawyer with a special knowledge of motor cycling to answer these queries. **IMPORTANT.**—Technical questions must be kept quite distinct from inquiries on legal matters, tours, routes and addresses wanted. The subject should be stated at the top of the letter and on the outside of the envelope.

Do not forget our new scheme. Where possible we forward you printed matter, catalogues, and price lists which will be of service in purchasing and equipping a machine. Three catalogues dealing with motorcycles and three dealing with accessories, will be forwarded on receipt of the usual stamped and addressed envelope and twopence in stamps.

### Tight Pistons.

J.G. writes:—I have had a new piston fitted to my 2½ h.p. engine. With this fitted should the compression be as good as when I had the machine new? I can only just turn round the back wheel when the machine is on the stand. Is this correct?

A.—With the new piston fitted the compression will not be so good as when it is run in. This will take about 200 miles. It seems, however, in your particular case that the piston is too large in diameter. The clearance should be at least 4-1000ths of an inch, and if your engine is inclined to run hot we should advise you to see that the clearance is greater than this.

### Piston Broken.

H.E.W. writes:—The local repairer has returned my piston with a piece broken out of the bottom edge. This is the shape of an equilateral triangle with a base of ¾ in. Will this affect the running of my 3½ h.p. machine?

A.—We expect that it will be impos-

sible for you to notice the difference in the balance of the engine, which, of course, has become slightly upset. It would certainly not be worth your while to dismantle the engine and have it re-balanced. You should, however, carefully note that there are no cracks extending from the breakage point.

### Overheating.

W.W.F. writes:—I have a 3½ h.p. sidecar machine. The exhaust pipe and the valve pocket of the engine get red hot, and I have to drop into low gear. The only fault I can find with the engine is that the carburetter floods somewhat when the machine is left standing. At present the inlet valve opens and the exhaust valve commences to close when the piston reaches the end of the exhaust stroke. There is no obstruction in the exhaust pipe or silencer, and the tappets are correctly adjusted.

A.—The level of the petrol is too high, and you should adjust this so that the level is ¼ in. below the top of the jet. We suspect, too, that the jet is

much too large, and this can be cut down to about 30-1000ths of an inch. We presume that you lubricate freely. A pumpful, or its equivalent, should be given about every eight miles, more when travelling over a hilly road. It might be an advantage if the exhaust valve closed later, with an equivalent slightly later opening of the inlet valve. You do not state when the exhaust valve opens. This should take place when the piston is some little distance from the bottom of the firing stroke.

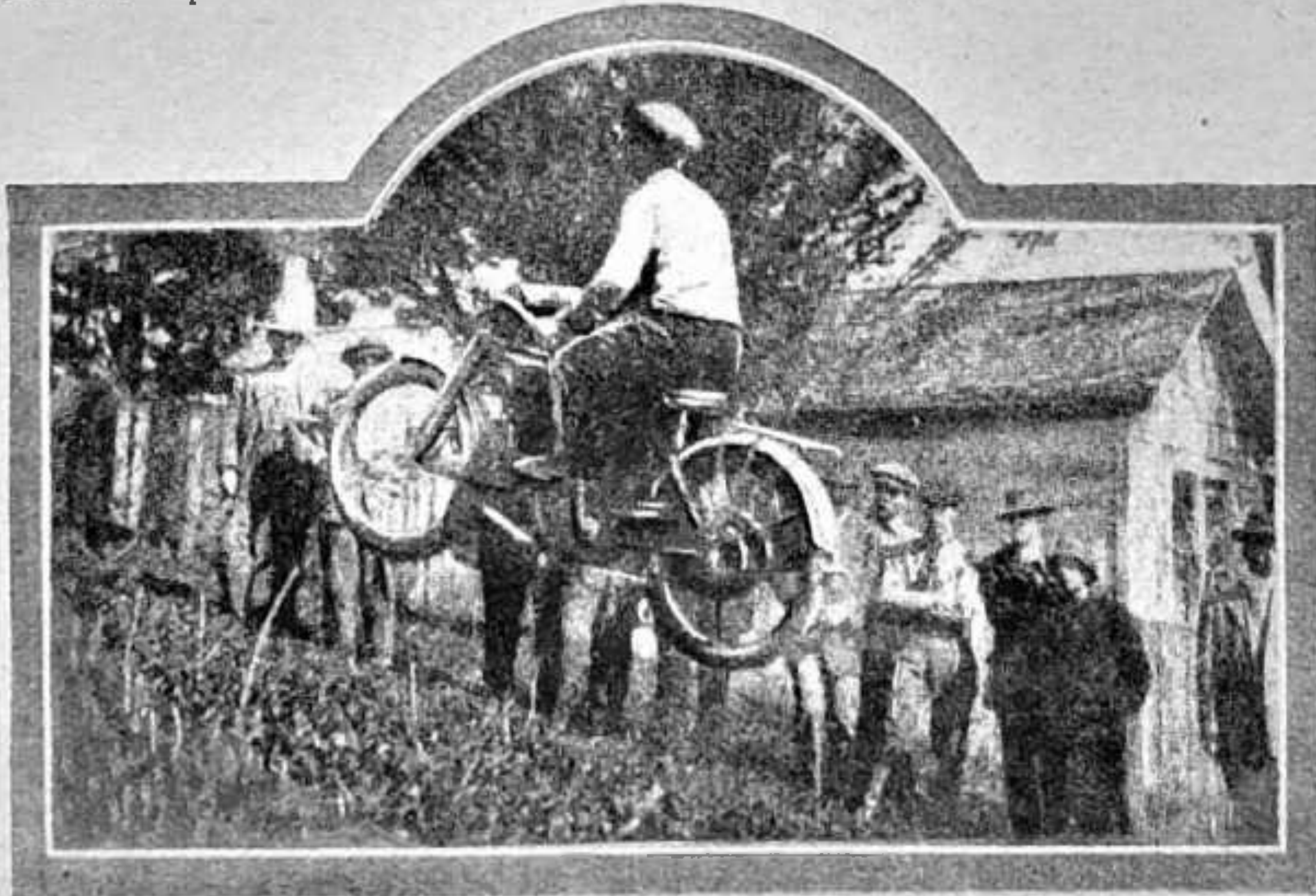
### Petrol Consumption.

A.H.G. writes:—I have an 8 h.p. sidecar machine with a very heavy double-seated sidecar. I must admit that the whole combination is exceedingly heavy. My trouble is that I can only obtain 40 m.p.g. The engine develops great power, and will take stiff hills on top gear. I have experimented with various jets in my patent carburetter, but cannot obtain any better results.

A.—We are inclined to advise you to fit a light car automatic carburetter, such as the Solex. If great care is taken to eliminate all air leaks a carburetter of this nature is very successful on a big engine and heavy machine. The use of benzole, if you can obtain it, will also tend to make the consumption much better. Your various experiments with jets have proved that you cannot obtain any very good results in this direction. The size of the jet should, of course, be cut down as much as possible. It may be that the ignition is a little retarded. You should note this. The operation of the valves should also be inspected. The exhaust valve should be receiving its full lift.

### Uneven Running.

H.S. writes:—I have a 2½ h.p. twin, fitted with semi-automatic carburetter and three-point plugs. With the plug points set to maker's gauge the engine will not fire, but when one of the points is set very close to the central electrode the engine will run well. Until the engine is warm it will not accelerate when the throttle is opened after being closed, and sometimes the engine ceases to fire altogether. If the controls are left alone and the exhaust lifted the run is



Buck-jumping on a motorcycle. American motorcycleists are very keen on carrying out "stunts." Can any of our readers send us similar photos?



## Information and Advice (contd.).

not affected. How far should the machine run before the big ends require re-bushing? What gradient should the machine climb on the 8½ to 1 low gear?

A.—You certainly ought to obtain a spark at the plugs with the maker's standard setting; in fact, the spark should take place when this distance is doubled. You do not state the date of the machine; it may be that the magnets require remagnetizing. In all probability the platinum points require cleaning. The high-tension bushes should also be extracted and cleaned. If there is any glaze apparent on their points of contact with the collector this should be scraped away. A piece of rag should be wrapped round a penholder and pushed through the brush orifice, and the magneto revolved. This will clean the collector ring. If the wiring is worn, this should be renewed. Your carburetter trouble is apparently due to too low a level. You should experiment with this by tilting the carburetter so that the float chamber is raised somewhat. If this effects an improvement, you should either obtain another needle or alter the collar on the old one. The big ends should last at least 10,000 miles. You ought to be able to climb a 1 in 5 gradient. You should always change down early, so that the engine revolutions are kept high.

## Bearings Worn.

H.O. writes:—I have a 3½ h.p. machine which I have run for two years without it being re-bushed. I find now, however, that when running freely down a long grade the engine seems to knock badly. Am I damaging the engine by running it in this condition, as when running under load the bearings seem to be in quite good order?

A.—No, we do not consider that you will damage your engine by running it in its present state; in all probability a small amount of wear has taken place in the big and little end, or perhaps the piston rings are allowing the piston to clatter to a small degree.

## Blowback.

H.F. writes:—My machine is a 1914 twin, and on several occasions it has caught fire when starting up with the kick-starter from cold. The engine does not start very easily, and on the occasions when it has caught fire has required six to a dozen kicks.

A.—It is rather difficult to diagnose the trouble. It seems, however, that there is considerable overlap of the valves, and there is a blowback of flame through the inlet valve to the carburetter. Starting up with too weak a mixture or with the ignition too far ad-

vanced sometimes causes the carburetter to catch fire. The ignition should be retarded somewhat and the carburetter well flooded.

## Valve Timing.

A.L.B. writes:—I have just bought a second-hand 2½ h.p. machine; the exhaust valve is mechanically operated and the inlet valve automatically. Please inform me how to time these to get the most power out of the engine.

A.—It is, of course, impossible to time the automatic inlet valve, which is operated by the suction effected by the piston, the valve opening when the piston has travelled a little distance down the inlet stroke. You should experiment with various springs in order to obtain one which gives the best result. If the spring is too strong, you will have a difficulty in starting, but if the spring is too weak considerable blowback will accrue, which may set the carburetter on fire and will also prevent the machine climbing well. It is necessary, therefore, to strike the happy medium. We should advise you to renew the exhaust spring, and carefully to grind in the valves. You should set the exhaust valve so that it just closes when the piston has started on the inlet stroke. You might find it an advantage to have a fresh cam cut.

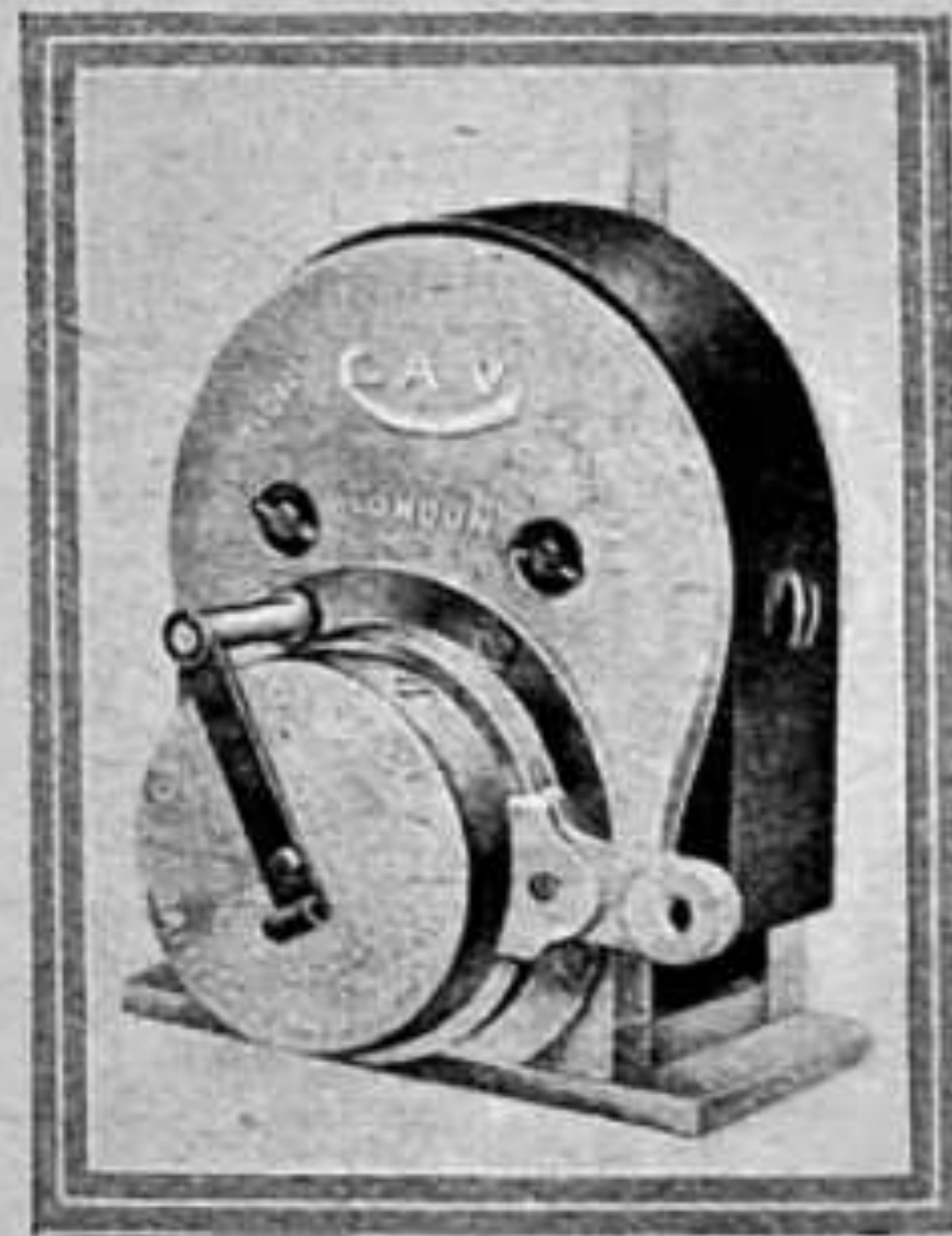
## Notes and Novelties.

## New Magnetos.

Messrs. C. A. Vandervell and Co., electrical engineers, Warple Way, Acton Vale, London, W., have recently introduced two new magnetos, which are known as the 3.U.1. and the 3.U.2. C.A.V. magnetos are, of course, British throughout, and have proved very successful on many leading makes of machines. Several hundreds of the 3.U.2. (180 degrees) model have been supplied to Messrs. Douglas Bros., Bristol, for 2½ h.p. machines, and we

understand that on the latest 4 h.p. Douglas the C.A.V. magneto is fitted as standard.

These magnetos are exceedingly well built and finished, the contact breaker especially being a substantial affair.

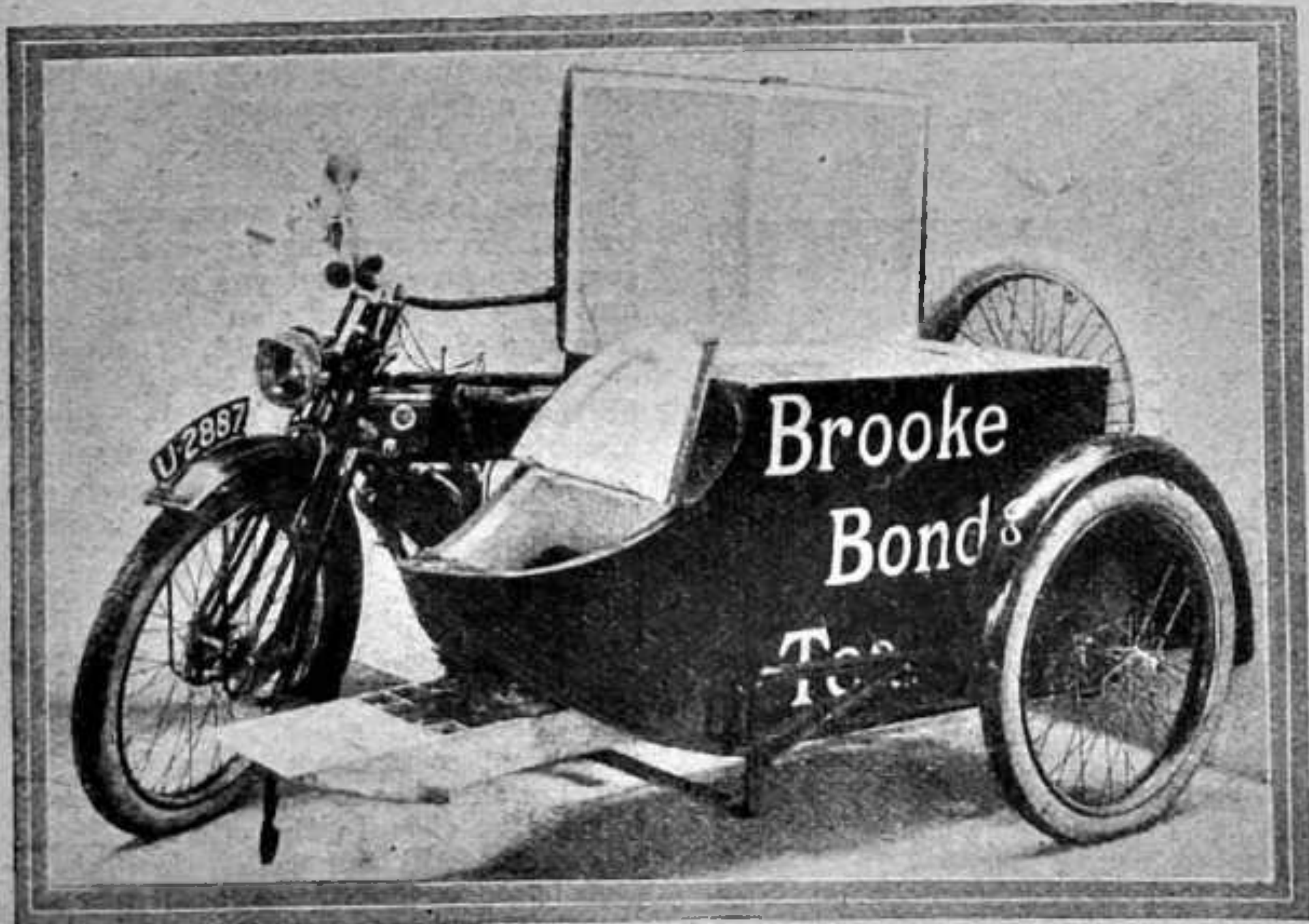


The C.A.V. 3.U.1. magneto.

The platinum points are easily adjustable. The price of the 3.U.1. is £3 15s. and the 3.U.2. £6 5s.

## Bluemel Catalogue.

One of the most informative catalogues we have had the pleasure of inspecting has been forwarded by Messrs. Bluemel Bros., Ltd., of Wolston, near Coventry, which gives fullest particulars of their various productions, such as mudguards, handlebar-grips, lubricators, tyre pumps, etc. This catalogue will be forwarded to any of our readers upon application.



A neat commercial sidecar specially built by Messrs. P. and M. for Messrs Brooke Bond and Co., tea dealers. A neat fitting will be observed in a tool tray situated in the nose of the sidecar.



# NORTH BRITISH CLINCHER

## JUNIOR MOTORCYCLE TYRES

These tyres are specially made to meet the demand of the Light-weight Machine up to 2 $\frac{3}{4}$  h.p. They are made in a specially tough white rubber in Ribbed pattern and De Luxe Non-Skid. For the particular service required from this type of tyre, we have no doubt that the Clincher Junior will be found eminently satisfactory, and the verdict of the user will only confirm that of our own tests.

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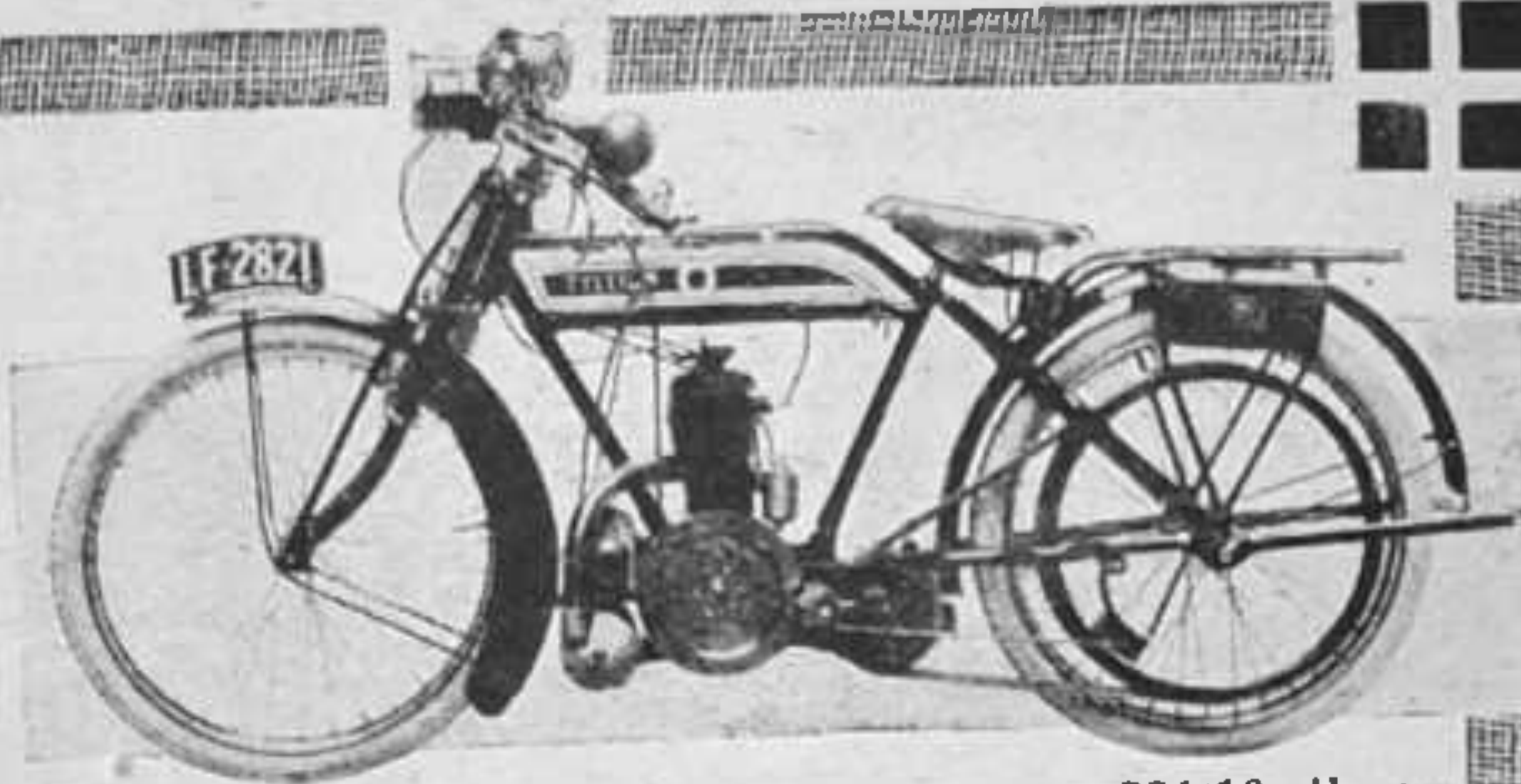
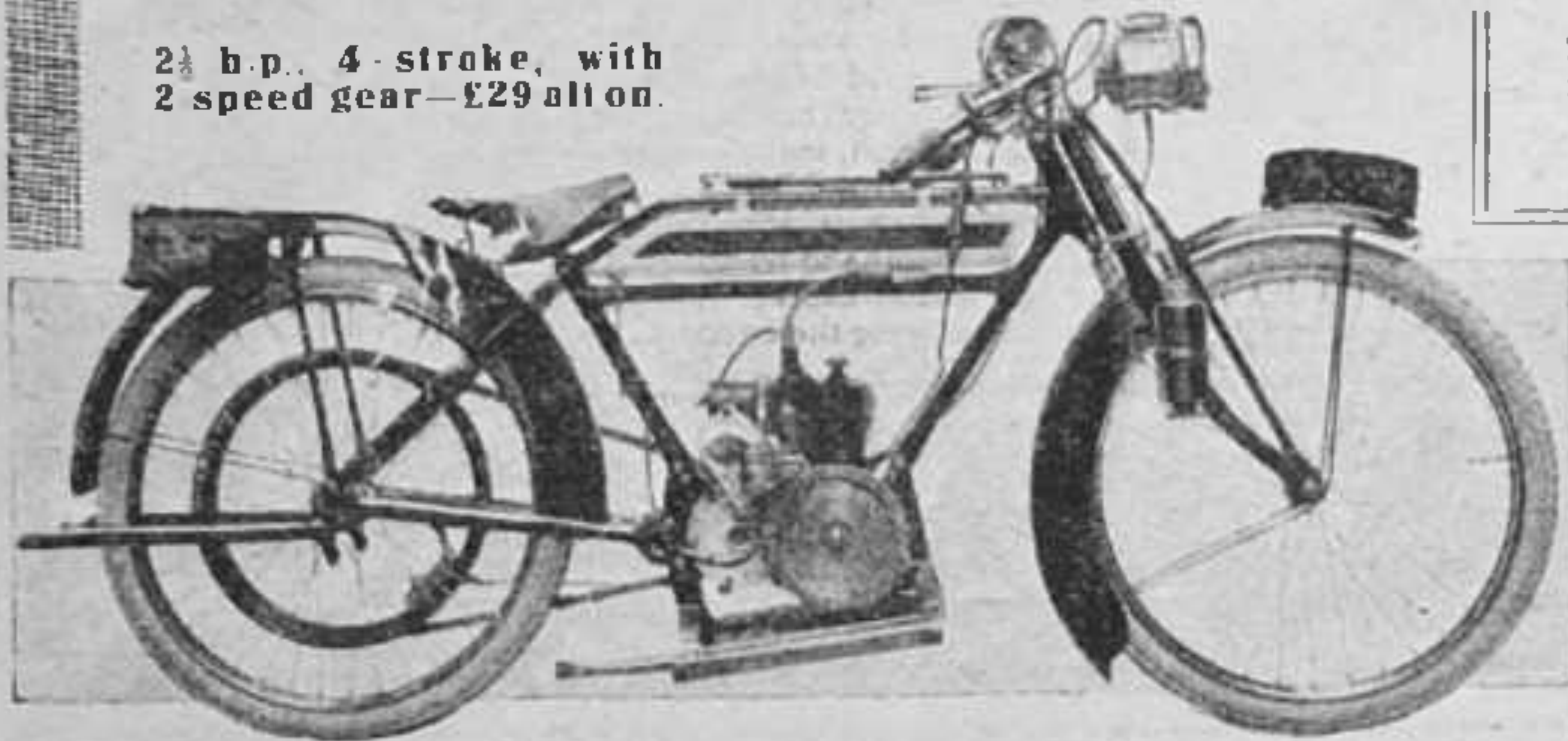
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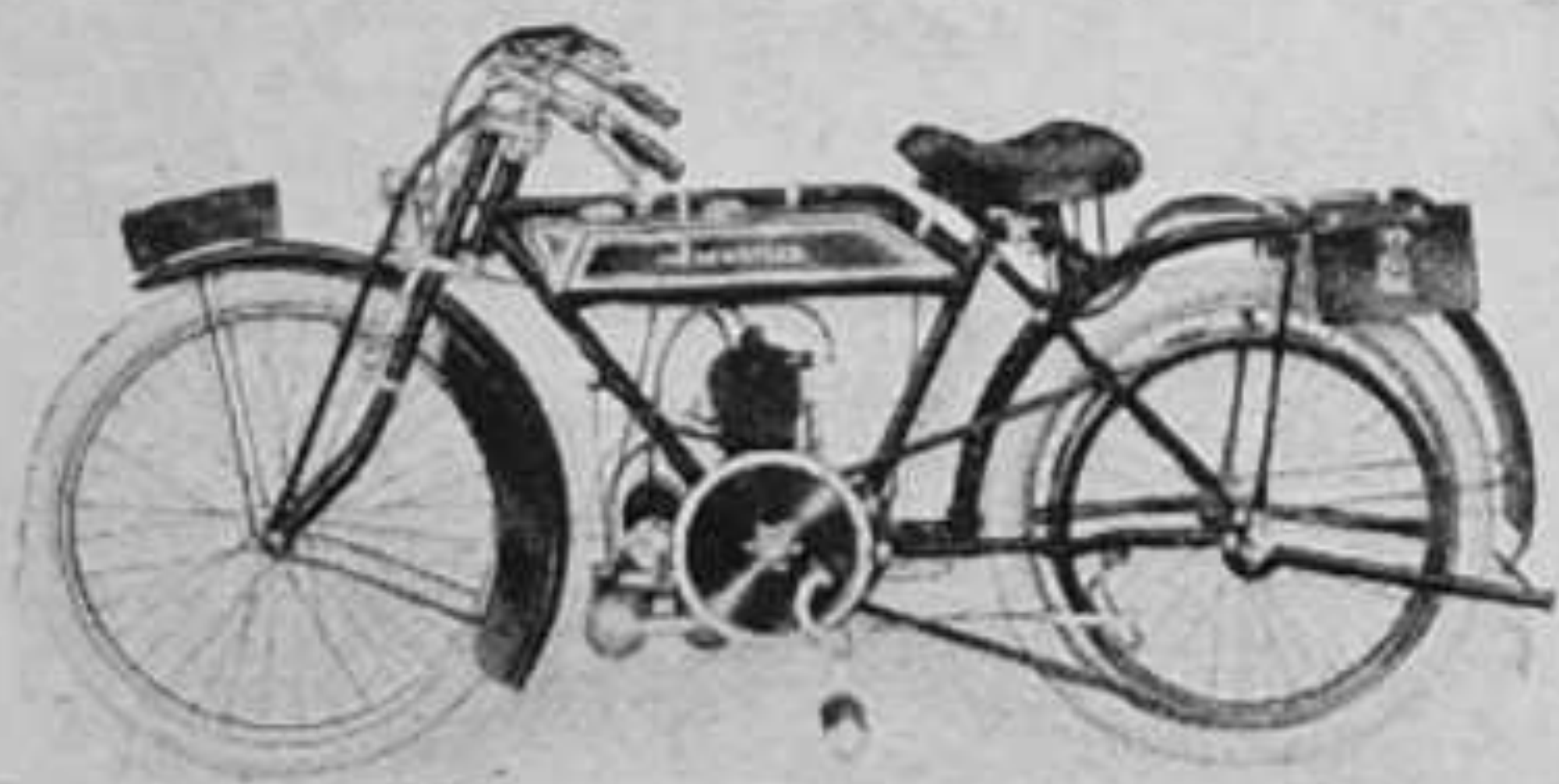
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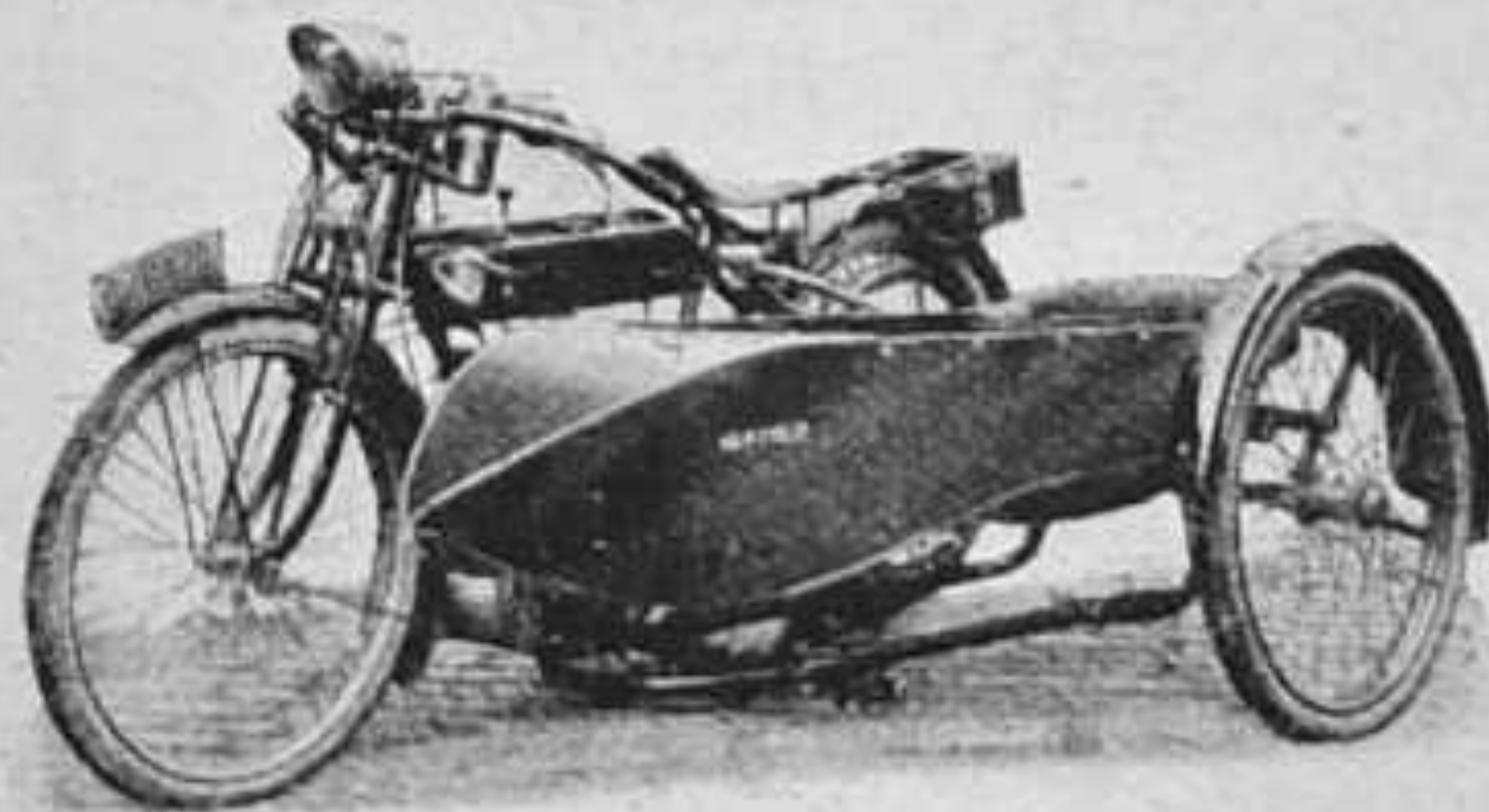
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MOTORCYCLE CO., LTD.



**26 Guineas.**

2-Speed (countershaft gear) — £33 6 0  
Lady's — — — — — 28 Guineas.



**50 Guineas.**

Fitted with 2½ h.p. Peco 2-stroke engine, Albion 2-speed gear and free engine clutch (on 2-speed model), 26 in. x 2½ in. Hutchinson rubber-studded tyres, pan seat saddle, Amac or Senspray carburetter, and Saxon forks. Lubrication is by Best & Lloyd drip-feed. The motorcycle frame is specially reinforced to withstand sidecar strains.

The Sidecar is a special sporting model giving an extremely low yet very comfortable position.

**41, CAPE HILL, ————— SMETHWICK.**







# MotorCyclingMart

## NOTICES.

"MOTOR CYCLING" is published in London every Tuesday morning.

HEAD OFFICES—7-15, ROSEBERY AVENUE, LONDON, E.C. Telephone No. 5292 Holborn (four lines). Telegrams—"Motor Cycling, Holb., London."

MIDLAND OFFICES—9 & 10, Burlington Chambers, New St., BIRMINGHAM. Telephone No. 2498 Midland. Telegrams—"Presswork, Birmingham." 6, Warwick Row, COVENTRY. Telephone No. 983 Coventry. Telegrams—"Presswork, Coventry."

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REMITTANCES.—Postal Orders, Cheques, etc., should be crossed and made payable to "Temple Press Limited." All letters regarding subscriptions must be addressed to "The Manager."

### EDITORIAL.

All Editorial Communications and copy must reach "The Editor" not later than first post Friday morning. Drawings or MSS. which are unsuitable will be returned if stamps are enclosed, but the Editor does not hold himself responsible for safe keeping or return of anything submitted.

Accounts for contributions should be sent in, immediately after publication, to "The Manager." Payment will be made on or about the 10th day of the month following publication.

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Advertisements of Motorcycles, Accessories, Sundries, close for press 10 a.m. WEDNESDAYS, and are inserted in the "Sale and Exchange" Columns at the rate of

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All Advt. orders are subject to confirmation in writing from the Head Offices.

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All Communications respecting "Advertisements" must be addressed to "The Manager," "MOTOR CYCLING," 7-15, Rosebery Avenue, London, E.C.

### MOTOR-BICYCLES.

—ABINGDON, 3½, late 1911, two-speed, clutch, splendid condition, £19 15s., or Levis and cash. 31 Wistaston Road, Crewe. 84-c222

—A.J.S., 6 h.p., with sidecar, speedometer, F.R.S. lamp, rear lamp, all new September, 1913, also spare tyre, real good condition, only been used in summer, price £65. G. Collinson, Holmbury St. Mary, Dorking. 83-c236

—A.J.S., 6 h.p., 1913½, little and carefully used, like new, three-speed counter-shaft, kick-start, clutch, enclosed chain drive, new tyres, handsome underslung coachbuilt sidecar, Jones trip speedometer, Lucas lamps, horn, mirror, etc., cost £100, bargain, 54 guineas, or exchange Douglas and cash. 48 Carnarvon Road, Blackburn. 83-c297

—A.J.S. 4 and 6 h.p. sidecar models, delivery two weeks. The Exeter Motor Cycle and Light Car Co., Ltd., 7 Bath Road, Exeter; and 28 Tavistock Road, Plymouth. 83-813

—A.J.S., 1914, 6 h.p., three-speed, complete in every way and fitted with low Rudge coach-built sidecar, a really nice turnout, a bargain, £66 or near offers. Embro Cycle and Motor Co., Charlotte Street, Hull. 83-756

—A.J.S., all 1915 models in stock, exchanges considered. Marston's, 26 and 31 Bridge Street, Chester. 83-788

—ALLDAYS Allon, two-stroke, £30 cash, or fifth down, 2½ per cent. on balance. Referee Cycle Co., 332 High Holborn, W.C. 102-640

—ALLDAYS MATCHLESS, 1914, two speeds, two-stroke, kick starter, almost new, bargain, £25. Barnes Motor Garage, opposite Red Lion, Barnes, S.W. 83-798

## Our New Scheme

Probably the majority of advertisers of Second-hand Machines are contemplating the purchase of 1915 models. We refer such readers to the announcement on our Information and Advice page of a new scheme designed to assist them in making their selection.

—ARIEL, 3½ h.p., Bosch watertight magneto, mechanical valves, B. and B., low built, perfect order, sacrifice £13 10s. 45 Church Road, Acton. 83-c275

—AUTO-WHEEL, quite new condition, £10, fit any cycle. Newham, 223 Hammersmith Road, W. 84-c253

—AUTO-WHEELS, 1915 models, immediate delivery, £14 14s. and £15 15s., trade supplied. Wilkins, Simpson, 11 Hammersmith Road, London. 84-p980

—AUTO-WHEEL, 1914 model de luxe as new, £10 5s. Hole, 129 Park Lane, Carshalton. 83-c215

—BAT, 3½, T.T., Bosch, P. and H. headlamp, new belt, good tyres, spare valve, variable pulley, nice running order, £16 10s. R. Doust, 75 Leigh Road, West-cliff-on-Sea. 83-c247

—BATS. We have a few shop-soiled 1914, model 2B and model 2C, also several first-class second-hand machines, used for trial purposes only, bargain list on application. Bat Motor Manufacturing Co., Kingswood Road, Penge, S.E. 83-a376

—B.A.T., 6 h.p., chain drive, the Pullman car of motor cycling, spring suspension, slightly stock-soiled, a big bargain at £60, an ideal sidecar mount. The Colmore Depot, 31 Renshaw Street, Liverpool. 83-751

—BAT-J.A.P., 8 h.p., free engine, two speeds, clutch, overhauled, new tyres, Bradbury sidecar, £45, by appointment. Hawkins, 53 Cambridge Road, Aldershot. 'Phone, 206. 83-c281

—BRADBURY, 1914, 6 h.p., and high-grade cane sidecar, splendid combination, complete, £75, only used two months owing to war, like new. Embro Cycle and Motor Co., Charlotte Street, Hull. 83-757

—B.S.A., late 1913, Bowden counter-shaft, Palmer cords, excellent condition throughout, no reasonable offer refused. Scannell, Rosemary Street, Bristol. 83-c259

—B.S.A., 1915, 4½, three-speed counter-shaft chain-cum-belt, first cheque £59 15s.

—B.S.A., 1915, 4½, three-speed counter-shaft chain drive, first cheque 60 guineas. Field, 4a Magdalen Street, Oxford. 83c-227

—B.S.A., 1911, 3½ h.p., semi-T.T. model, with Phillipson pulley, excellent condition, £26. P. J. Evans, John Bright Street, Birmingham. 83-780



# Wauchope's

No.	New 1915 Machines.	£	s.
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9185	9 h.p. Hillman Light Car with dicky seat	205	0
9196	3½ h.p. twin, 2-sp. Motosacoche	62	0
9202	2 h.p. 2-sp. Junior Calthorpe	27	6
9232	2½ h.p. 2-speed Popular Levis	33	0
9238	2½ h.p. 2-stroke Calthorpe	25	4
9255	4 h.p. 3-speed Standard Triumph	60	0
9284	3½ h.p. touring P. & M.	65	0
9286	2½ h.p. 2-stroke J. H.	29	8
9295	4-5 h.p. countershaft Zenith	65	2
9296	2½ h.p. 2-stroke Allon	...	...
9304	3 h.p. T.T. Royal Enfield	52	10
9315	4½ h.p. chain drive B.S.A.	63	0
9320	2½ h.p. 2-speed J. H.	46	4
9323	3½ h.p. Rudge-Multi	58	15
9329	6 h.p. Royal Enfield combination	84	0
9333	4 h.p. 3-speed, chain drive Bradbury	60	0
9335	2½ h.p. 3-speed T.T. Douglas	50	0
9330	3 h.p. T.T. Royal Enfield	52	10
9345	1½ h.p. chain-drive Quadrant and sidecar	£69	3 6
9349	2½ h.p. 2-st. 2-sp. Royal Enfield	39	18
9350	6 h.p. Royal Enfield and sidecar	84	0
9353	6 h.p. 3-speed, twin opposed Humber	85	0
9372	2½ h.p. 2-speed Calthorpe J.A.P.	31	10
9377	4 h.p. 3-speed T.T. Douglas	58	0
9379	2½ h.p. 3-speed model W Douglas	54	0
9381	4½ h.p. 3-speed chain & belt B.S.A.	59	15
9382	3 h.p. 2-speed 2-stroke Allon	37	0
9383	2½ h.p. 2-speed model U Douglas	48	0
9384	2½ h.p. 2-speed model U Douglas	48	0
9385	2½ h.p. 3-speed model U Douglas	50	0
9386	2½ h.p. 3-speed model U Douglas	50	0
9387	2½ h.p. 2-speed 2-stroke Allon	37	0
9388	2½ h.p. 2-speed 2-stroke popular Levis	33	0
9389	2½ h.p. 2-stroke single speed Wolf	23	2

No.	New 1914 Machines in Stock.	£	s.
7704	3½ h.p. 3-speed Singer (Armstrong gear)	52	0
7773	3½ h.p. twin Matchless, 3-sp.	55	0
7951	6 h.p. Rex-Sidette, chain drive	72	0
8044	3½ h.p. 3-sp. Premier, chain drive	57	0
8264	6 h.p. Rex-Sidette, chain drive	72	0
8286	4 h.p. 2-sp. belt drive Bradbury	49	0
8346	6 h.p. 3-speed Rudge	58	0
8429	6 h.p. 3-speed Rex-Sidette	72	0
8569	4 h.p. 2-speed Bradbury, belt and chain drive	50	0
8584	8 h.p. water-cooled Humberette	125	0
8701	3½ h.p. water-cooled Humber	58	0
8745	3½ h.p. 2-speed Douglas	62	0

No.	New 1913 Machines in Stock.	£	s.
6759	6 h.p. 2-speed Rex-J.A.P.	67	10
7329	3½ h.p. 3-speed Bradbury	50	0
7498	8 h.p. Chater-J.A.P. No. 7	70	gns.

## List of Job Lines in Sidecars. Special Prices.

No.	Job Lines in Sidecars.	£	s.
4647	1912 Montgomery caster-wheel sidecar, No. 5	5	10
4712	Pilot Rigid sidecar, cane body	4	10
6221	Gondola sidecar, new, 1913 mod.	9	9
6263	1913 Gondola sidecar	8	10
6378	Wicker sidecar	3	0
6391	Wicker sidecar	2	0
6618	1913 Touring Gondola sidecar	10	10
6707	New 1913 Turner coach-b'lt s.c.	12	12
7201	Caster wheel sidecar, wicker	2	0
7428	New Massey sidecar	8	10
7702	Cane sidecar	5	10
7751	Williamson cab	...	...
7805	New Godiva coach-b'lt. sidecar	12	12
7941	Coach-built sidecar	2	0
7977	Rex coach-built sidecar, new	10	10
8020	New Godiva coach-built sidecar	10	0
8082	New Godiva coach-built sidecar	11	0
8142	Massey coach-built sidecar	9	10
8194	Millford Pinnacle sidecar	9	9

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## List of Job Lines in Sidecars—contd.

No.	Job Lines in Sidecars.	£	s.
8289	Millford Pinnacle sidecar	9	9
8513	Millford Corvette coach-built s-car	11	0
8606	Chater Lea sidecar	4	10
8671	Millford wicker sidecar	3	10
8755	Millford cane sidecar	2	15
8923	Bradbury wicker tradesman's carrier, new	12	0
8983	Rex, coach-built	10	10
8994	F.N. coach-built sidecar	16	16
9285	Millford spring wheel and s.c.	3	0
9287	B.S.A. No. 3 side carrier	£14	0
9317	Phoenix coach-built sidecar	6	0
9317	No. 16 Phoenix coach-built s.c.	11	11
9357	Canoeletsporting coach-b'lt. s.c.	£11	19 6
9361	Phoenix coachbuilt sidecar	£11	11
9362	Phoenix coachbuilt sidecar	11	11
9363	Phoenix coachbuilt sidecar	11	11
9364	Phoenix coachbuilt sidecar	11	11
9368	Phoenix wicker sidecar	£7	18 6

## No. Second-hand Machines in Stock.

No.	Second-hand Machines in Stock.	£	s.
3248	1½ h.p. 1909 Motosacoche	12	10
6147	3½ h.p. 1910 Rex	20	0
6343	8 h.p. 1911 3-sp. Chater Lea s.c.	50	0
6378	6 h.p. 1911 Zenith and sidecar	38	10
6421	3½ h.p. 1908 Minerva	15	0
6842	3½ h.p. 1912 f.c. Rudge	27	10
6863	3½ h.p. 1910 Bat	20	0
7418	8 h.p. 1912 3-sp. Matchless and s.c.	58	10
7521	5-6 h.p. 1911 4-cyl. F.N. and s.c.	22	10
7541	3½ h.p. 1912 f.c. Rudge	...	...
7551	3½ h.p. 1905 Rex	12	10
7589	3½ h.p. 1910 N.S.U.	16	0
7620	3½ h.p. 1913 Torpedo	27	10
7665	3½ h.p. Quadrant and sidecar	12	10
7666	3 h.p. 1910 N.S.U.	16	10
7702	8 h.p. 1912 Zenith and sidecar	49	0
7708	3½ h.p. 1908 N.S.U.	15	0
7850	3½ h.p. 1908 Triumph	18	10
7992	3½ h.p. 2-speed Fafnir and coach-built sidecar	22	10
8079	3½ h.p. 1912 Standard Triumph	28	10
8165	6 h.p. Bat and sidecar	22	10
8175	6 h.p. 1913 2-speed N.S.U.	45	0
8197	3½ h.p. 1911 N.S.U.	20	0
8198	3½ h.p. 1907 Triumph	17	10
8210	2½ h.p. F.N.	10	10
8238	8 h.p. 1913 2-sp. Bat and s.c.	48	0
8277	6 h.p. 2-sp. N.S.U. and sidecar	25	0
8206	3½ h.p. 1907 Triumph	17	10

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## Second-hand Machines in Stock—contd.

No.	Second-hand Machines in Stock—contd.	£	s.
8320	3½ h.p. 1911 Ariel, variable gear	20	0
8323	3½ h.p. 1912 Lincoln Elk	20	0
8335	3½ h.p. 1909 Triumph	20	0
8338	3½ h.p. 1910 Bradbury	20	0
8350	6 h.p. twin Brown and sidecar	20	0
8412	3½ h.p. 1908 Triumph	18	10
8502	3½ h.p. 1908 Triumph	20	0
8504	5-6 h.p. 1909 2-sp. Rex and s.c.	28	10
8529	5-6 h.p. 4-cyl. F.N. and s.c.	...	...
8561	3½ h.p. Vindex and sidecar	17	10
8568	3½ h.p. 1910 Bradbury	18	10
8591	3½ h.p. 1908 Quadrant	15	0
8654	3½ h.p. 1910 standard Triumph	22	10
8682	6 h.p. 1913 2-sp. V.S.-J.A.P. and s.c.	45	0
8708	2½ h.p. 1910 Douglas	17	10
8718	3½ h.p. 2-sp. Fafnir and sidecar	22	10
8741	3½ h.p. 1912 Trump-J.A.P.	30	0
8772	6 h.p. Rover car	25	0
8785	6 h.p. 1912 2-sp. Enfield and s.c.	47	10
8798	2½ h.p. 1910 Douglas	17	10
8802	7 h.p. 1914 Indian with electric starter	60	0
8832	1½ h.p. 1909 Motosacoche	9	0
8843	3½ h.p. Midget Bi-Car	20	0
8806	5-6 h.p. 1912 4-cyl. F.N. and s.c.	60	0
8899	3½ h.p. 1913 T.T. Rudge	27	10
8917	3½ h.p. 1913 2-speed Singer	35	0
8924	3½ h.p. 1912 2-speed Rex	17	10
8939	8 h.p. 1913 2-speed chain-drive Matchless and sidecar	52	0
8957	1914 Auto-Wheel	14	0
8996	3½ h.p. 1914 Rudge-Multi	37	10
9002	3½ h.p. 1913 f.c. Triumph	35	0
9013	7 h.p. Hendee Special	50	0
9017	5 h.p. 1909 2-sp. Rex and s.c.	27	10
9026	3½ h.p. 1911 f.c. Kerry and s.c.	30	0
9042	3½ h.p. 2-speed Roc and sidecar	18	10
9056	2 h.p. 1914 2-sp. Little Giant	23	0
9067	3½ h.p. 1913 3-speed Triumph	35	0
9070	3½ h.p. 2-sp. Allways Matchless	25	0
9075	5-6 h.p. 4-cyl. 2-speed F.N.	20	0
9076	5 h.p. 1907 f.c. Roc	20	0
9080	6 h.p. 1914 3-speed Bat and Swan sidecar	65	0
9082	6 h.p. 1913 Royal Enfield and s.c.	45	0
9085	3½ h.p. 1908 Standard Triumph	23	10
9092	3½ h.p. 1909 2-sp. P. & M. and s.c.	20	0
9094	8 h.p. 1913 air-c'ld Humberette	65	0
9099	4 h.p. 1914 Triumph and sidecar	52	0
9103	4 h.p. 1914 3-speed B.S.A.	52	10
9118	2½ h.p. 1913 model K Douglas	38	0
9119	3½ h.p. 1912 Humber and sidecar	28	0
9146	6 h.p. Sarelea and sidecar	20	0
9155	1½ h.p. 1910 Motosacoche	10	10
9179	6 h.p. 1911 Zenith and sidecar	27	10
9183	3½ h.p. 1911 2-speed P. & M. & s.c.	30	0
9189	3½ h.p. 1914 Scott and sidecar	63	0
9191	8 h.p. 1914, No. 1 Grand Prix Morgan	95	0
9193	3½ h.p. 1911 2-sp. Humber & sidecar	22	10
9239	8 h.p. 1912 G.W.K.	75	0
9241	6 h.p. 1913 Royal Enfield & s-car	...	...
9245	1½ h.p. Zedel	7	10
9248	8 h.p. 1914 Grand Prix Morgan	97	10
9254	3½ h.p. 1911 F.E. Triumph	25	0
9263	6 h.p. 1910 Bat and sidecar	25	0
9275	2 h.p. 1910 Singer	13	10
9277	2½ h.p. 1914 Royal Enfield	32	10
9278	4 h.p. 1914 Singer and sidecar	63	0
9282	7 h.p. 1914 Swift cyclecar	110	0
9283	3½ h.p. 1911 Humber and sidecar	22	10
9292	2½ h.p. 1915 2-stroke Wooler	35	0
9294	3½ h.p. 1912 fixed engine Triumph	27	10
9302	4 h.p. 1914 Triumph and sidecar	50	0
9303	3½ h.p. 1908 Triumph	22	10
9309	8 h.p. G.W.K.	93	gns.
9313	8 h.p. 1913 air-cooled Humberette	67	10
9324	7 h.p. 1914 Matchless and sidecar	70	0
9337	8 h.p. 1914 water-cooled Humberette	100	0
9342	3½ h.p. 1911 Rudge and sidecar	25	0
9343	3½ h.p. 1914, 2-sp. Motosacoche	35	0
9346	3½ h.p. 1911 Zenith and sidecar	25	0
9351	3½ h.p. 1914 water-cooled Humber and sidecar	50	0
9352	2½ h.p. 1912, Model K Douglas	30	0
9355	2½ h.p. 1914, 2-sp. Royal Enfield	32	10
9373	3½ h.p. 1913 2-speed Lincoln Elk	26	10
9376	3½ h.p. 1908 2-speed Triumph	22	10
9380	4 h.p. 1914 3-speed Triumph	50	0



—B.S.A., 1911½, 3½, fast, powerful, splendid condition, tyres perfect, accessories. £19 10s., sacrifice. 18 Maidman's Street, Burdett Road, Mile End, E. 83-c310

—CALCOTT (Gamage), 1913½, 2½ h.p., very economical. 130 m.p.g. guaranteed. B. and B. variable jet, Bosch waterproof magneto, XL-All saddle, new Dunlop belt, and Palmer cord tyre on back, spare valve, perfect condition, £17. Can be seen and tried by appointment. Box No. 5505, care of "Motor Cycling." zzz-441

—CALTHORPES, 1915 models in stock, two-speed junior, greatly improved, 25 guineas; 2½, two-stroke, 24 guineas; with two speeds, £28 10s.; 2½ J.A.P., 25 guineas; with two speeds, 30 guineas; easy payments, £5 down. R. D. Storey, 118 Great Portland Street, W. 101-736

—CALTHORPES at George Smith's. Demonstrated and delivered from stock. 1915, 2½ two-stroke, 24 guineas; 2½ J.A.P., 25 guineas; 2½ J.A.P. free engine, Enfield two-speed gear, 30 guineas. Sole wholesale and retail agent for S.W. London, George Smith, 268 Lavender Hill (just opposite Arding and Hobbs), Clapham Junction. 86-330

—CALTHORPE, delivery from stock, 2½ h.p., two-stroke, 24 guineas; Precision, two-speed, 26 guineas; 2½ h.p. J.A.P. with Enfield two-speed, 30 guineas. Colmore Depot, 261 Deansgate, Manchester. 83-750

—CALTHORPE-J.A.P., 1915 model, 2½ h.p., £31 10s., Enfield two-speed and free engine, just arrived from works. Wilkins, Simpson, 11, Hammersmith Road, London. 84-p982

—CALTHORPE JUNIOR, very little used, two-speed gear, a very handy mount for a business man, £20, which includes tools and accessories, a written guarantee given with this machine. Another Calthorpe, similar to above, used slightly as demonstration machine, £22. Colmore Depot, 31 Colmore Row, Birmingham. 83-808

—CHATER LEA 1913 No. 7, 8 h.p. J.A.P., three-speed gearbox, clutch, Lucas lamps, horn, 1915 Canoelet tandem sidecar, storm aprons, luggage carrier, cost £115, everything on, splendid condition, £60. 136 Lambeth Walk. 83-c242

—CLYDE, 2½ h.p., magneto, mechanical valves, good order, £5 10s. for quick sale. 602 King's Road, Fulham, S.W. 83-c264

—CLYNO, 1914, 6 h.p., and sidecar, in perfect condition, spare wheel, good tyres, best offer. Box No. 5348, care of "Motor Cycling." zzz-464

—CLYNO, 1914½, 2½ h.p., two-stroke, two-speed, specially built, fast machine, splendid order, clutch, good spares, £30. Matthews, 357 Fulham Road, S.W. Phone, 2538 Western. 83-c260

—CLYNO, 1913, sidecar, all accessories, £50; appointment. Tyson, 3 Caroline Street, S.W. 83-c304

—CLYNO, 1914, lightweight, two-stroke, two speeds, Lucas lamp complete, £30, bargain. Barnes Motor Garage, opposite Red Lion, Barnes, S.W. 83-806

—CLYNO, 1913½, combination, complete and almost as new, £65, bargain. Barnes Motor Garage, opposite Red Lion, Barnes, S.W. 83-800

—CONNAUGHT, 1913, two-stroke, 3 h.p., Michelin tyres, grand condition, perfect, lamp, horn, £23. D. J. Shepherd and Co., Enfield Highway. 83-787

## 1915 Models <sup>Ex</sup> Stock

Ex actual stock.	
ENFIELD, 1915, 6 h.p. Combination	£84 0
ENFIELD ditto, electrically equipped	100 0
ENFIELD, 2½ h.p., 2-speed, 2-stroke	39 18
ENFIELD, 3 h.p., T.T. twin, 2-speeds	52 10
ALLON, 2½ h.p., 2-stroke, countershaft	30 0
ALLON, 2½ h.p., 2-speed, 2-stroke	37 0
HARLEY-DAVIDSON, electric lighting	76 13
TRUMPH, 4 h.p., 1914, 3 sp., 15 fittings	60 0
REX, 1914, 6 h.p. combination, reduced to	66 0
TYLER, 2½ h.p., 2-speed, 4-stroke, all on	29 0
IMPERIAL J.A.P., 2½ h.p., 2-stroke, 2-sp.	32 11
MATCHLESS, 1915, 8 h.p. combination	97 17
MATCHLESS, ditto, electrically equipped	106 10
B.S.A., 4½ h.p., 3-speed, countershaft	59 15
B.S.A., 4½ h.p., 3-speed, all chain	63 0
ROYAL RUBY, 2½ h.p., 2-speed, 2-stroke	52 5
ROYAL RUBY, 2½ h.p., single gear, ditto	26 5
ROYAL RUBY, 2½ h.p., 2-speed J.A.P.	35 8
ROYAL RUBY, 2½ h.p., 2-sp. J.A.P. 4-st.	35 8
ROYAL RUBY, 6 h.p., 3-sp., all refinements	76 13
ENFIELD, 10 h.p. Light Car, lighting outfit	185 0
MORGAN, 8 h.p., Grand Prix, red, h'd, sc'n	117 8
CARDEN, 8 h.p., Monocar, 2 speeds	84 0
SUN-VILLIERS, 2½ h.p., 2-sp., 2-stroke	32 5
SUN-VILLIERS, 2½ h.p., 2-stroke	26 5
SUN-VILLIERS, 2½ h.p., 2-sp. de Luxe	35 5
LEVIS, 2½ h.p., Popular model	26 10
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REX, 1909, 3½ h.p., 3 speeds, wicker sidecar	28
ENFIELD, 1914, 6 h.p., comb., equal to new	66
PREMIER, 1914, 3½ h.p., 3-speeds, sidecar	55
HUMBER, 3½ h.p., 1912, 3-speed, sidecar...	35
ZENITH, 1914, 4.5 h.p., clutch, new sidecar	62
NEW HUDSON, 1914, 6 h.p., 3-speeds, special coach-built sidecar, new, must be sold	75

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SAROLEA, 1913, 2½ h.p., 2-speeds, M.O.V.	£21
TRIUMPH, 1912, clutch model, all acc'ss.	37
N.S.U., 1911, 3 h.p., twin magneto...	20
BAT, 1913, 6 h.p., 3-speeds, T.T. model...	44
HUMBER, 1911, 2 speeds, suit sidecar	21
RUDGE, 1915, 3½ h.p., T.T., sloping frame	42
HUMBER, 1913, 3½ h.p., 2-sp., excellent order	29
DOUGLAS, 1914, "V" 2-sp., speedometer	42
RUDGE, 1911, 3½ h.p., T.T., fixed gear	26
REX, 1909, 3½ h.p., 2 speeds, footboards...	20
IVY-PRECISION, 4½ h.p., T.T., good condition	34
REX, 1912, 6 h.p., 2-speed, suit sidecar	34
F.N., 1913, 2½ h.p., lightweight, all accessories	29
PREMIER, 1912, 3½ h.p., twin, 2 speeds	23
HOBART, 1912, 2 h.p., 3 speeds, open frame	22
HUMBER, 1912, 2 h.p., 3-sp., excellent order	20
HUMBER, 1909, 3½ h.p., 2-sp., handle start	21
PREMIER, 1914, 3½ h.p., clutch mod., like new	40
ZENITH, 1914, 3½ h.p., twin, clutch model	48
TRIUMPH, 1914, 3½ h.p., 3-speed, only done 200 miles	53

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—DAYTON, 1914, 2 h.p., two-stroke, lightweight, genuine bargain, £13 10s. W., Clifton House, Muswell Hill. 83-c319

—DOUGLAS, the Great Douglas. Sole Manchester Agent, Gourlay, Fallowfield, for Douglas. 89-u70

—DOUGLAS, 1915, immediate delivery, new 4 h.p. model, three-speed, £62, with sidecar £77. Moffat, Yeovil. 83-m171

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—DOUGLAS, 1914, 2½ h.p., two-speed, condition excellent, £36 lowest. Hudson, Strood P.O., Rochester. 83-c229

—DOUGLAS, 1911, 2½, splendid condition, any trial, spares, seen after 6, £19. Welch, 172 Crossbrook Street, Waltham Cross. 83-c248

—DOUGLAS, 1913, 2½ h.p., T.T., two-speed, P. and H. lamp, Lucas horn, knee grips, tyres and condition very good, £32. Bishop, 2 Victoria Road, Oxford. 83-c258

—DOUGLAS, 2½, powerful, fast, just overhauled, Amac carburetter, new Dunlops, lamps, £15. 115 Green Lanes, Palmer's Green, N. 83-c329

—DOUGLAS, 2½, 1911, good running order, £15 10s. Hole, 129 Park Lane, Carshalton. 83-c216

—DOUGLAS, 1914, 2½, T.T., two speeds, lamp, horn, tools, nearly as new, £40, no reduction, view 2 to 6.30. Dye, 200 Bedford Hill, Balham, London. 83-c224

—DOUGLAS, model V, just arrived from works, immediate delivery, £48. Wilkins, Simpson, 11 Hammersmith Road, London. 84-p986

—DOUGLAS, 1914, model W, kick-start, two-speed, speedometer, lamp, horn, mirror, etc., little used, cost over £60, take £40, no offers. Leavers, 48 Middle Street, Brighton. 83-c321

—DOUGLAS, W, 1914, two-speed, clutch, kick-start, little used, £40. 4 Dollis Road, Church End, Finchley. 83-c316

—DOUGLAS, 1912, 2½ h.p., two speeds and clutch, P. and H. lamp set, horn and tools complete, £28. Below.

—DOUGLAS, 1913, 2½ h.p., T.T., two-speed gear, horn, lamp and tools, price £32. Elce and Co., 15 Bishopsgate Avenue, Canonile Street, E.C. 83-759

—DOUGLAS. We will make the following allowances on second-hand Douglas motors (if in reasonable condition) off price any make 1915 motor-bicycles: £33 for 1913 two-speed; £37 for 1914 two-speed; clutch models additional £2; Douglas list upon application. Eastern counties agents. Telegrams, "Bicycles." Telephone, 388. Robinson's, Green Street, Cambridge. 83-765

—DOUGLAS, 1914½, T.T., two-speed model, run under 1000 miles, as new throughout, something exceptional, £38. Longman's, 1 King Street, Acton. 83-795

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—DOUGLAS, 1914, 2½ h.p., model U, two-speed, Avon tyres, Dunlop belt, lamp, horn, perfect condition. £39. D. J. Shepherd and Co., Enfield Highway. 83-784

—DOUGLAS, 1914, two-speed gear, complete with all accessories. This machine is specially fast and a great bargain, £40. Colmore Depot, 31 Colmore Row, Birmingham. 83-810

—DOUGLAS machines. Several second-hands, 1909, thoroughly overhauled, £15; 1911, handle starting, foot-operated clutch, very cheap, £26; 1914 Model U, two-speed gear, footboards, £38; another 1914 Model U, £34; several 1914 Douglas machines in stock at bargain prices. Colmore Depot, 31 Colmore Row, Birmingham. 83-811

—ENFIELD 6 h.p. combination, run 1500, equal to new, hood, screen, Lucas horn, lamps, Cowey, etc., £65, seen by appointment. 311 Green Lanes, Finsbury Park, N. 83-c241

—ENFIELD, 2½ h.p., 1911, twin, very fast, ideal lightweight, £16 10s. 30 Homefield Road, Chiswick. 83-b942

—ENFIELD, 1915, two-stroke, 2½ h.p., two-speed and free engine, £39 18s. Wilkins, Simpson, 11 Hammersmith Road, London. 84-p984

—ENFIELD, latest 6 h.p. 1915 combination, the finest combination made, £84, best prices allowed for exchanges. Wilkins, Simpson, 11 Hammersmith Road, London. 84-p983

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—HUMBER, 3½, late 1911, two-speed, free engine, spare tube and belt, in good condition, coach-built sidecar, nearly new, £27 10s. H. V. Lee, 123 High Road, S. Tottenham. 83-c303

—HUMBER, 1911, 3½ h.p., three-speed, with Service wicker side-entrance sidecar, £27 10s. Service Co., High Holborn, London. zzz-462

—HUMBER, 3½ h.p., 1913, and coach-built sidecar, three speeds, kick-starter, lamp, horn, etc., excellent condition, £35. P. J. Evans, John Bright Street, Birmingham. 83-779

—IMPERIAL-J.A.P., bargain, 1914½, 2½, two-speed, perfect, £24. 53 Brownhill Road, Catford. 83-c255

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—L.M.C., 1915, 3½ h.p., Sturmey-Archer three-speed countershaft, new, not ridden 100 miles, £56, cost £62, reason for selling. Box No. 5574, care of "Motor Cycling." 83-c273

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—MATCHLESS, 1912½, 8 h.p., with new coach-built sidecar, engine just overhauled, electric headlight, horn, speedometer, spares, tyres good condition, £45; owner enlisted. Lapworth, 27 Queen Anne's Grove, Bedford Park. 83-c305

—MATCHLESS-J.A.P., 1912½, twin belt, two-speed, coach sidecar, Palmer car tyres, every possible accessory, splendid order, £48. Thirlemere, The Grove, Palmer's Green, Middlesex. 83-c213

—MINERVA and sidecar, 4½ h.p. twin, Armstrong three-speed, B. and B. lamp and horn, £24. Wilkins, Simpson, 11 Hammersmith Road, London. 84-p988

—MOTOSACOCHE, 3½ twin, 1913-14, De Lissa valves, specially fast semi-T.T. model, as ridden by "Tourist," of "Motor Cycling," £35. A. C. Selby, Hazelmere, South Hill, Bromley. zzz-788

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—NEW HUDSON, 1912, 4 h.p., free engine, Armstrong three-speed with sidecar, in good condition, offers wanted, or will exchange for good two-stroke. Ffoulkes, Curis Street, Barnstaple. 83-c339

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—P. and M., 3½ h.p., 1912 model, excellent condition, lamp, horn, etc., £33; easy terms 2 per cent. R. E. Jones (Garages), Ltd., Swansea, also at Cardiff. zzz-357

—P. and M., 1909, 3½ h.p., two speeds, free engine, B. and B. carburetter, Bosch magneto, going running order, pulls light sidecar very well, horn, lamp, tools, £16. King, Sunnyside, Stapleford, Cambs. 83-c221

—P. and M., 1913, 3½ h.p., with 1914 improvements, two-speed gear, new Phoenix underslung torpedo sidecar, with accessories, complete, splendid order, £42. Elce and Co., 15 Bishopsgate Avenue, Camomile Street, E.C. 83-762

—P. and M., 1915 model, in stock, £65. Marston's, 26 and 31 Bridge Street, Chester. 83-791

—PHELON and Moore, Ltd., 4 Percy Street, W., have several good second-hand P. and M. machines for sale, which have been overhauled and are in perfect order. Can be seen at above address. 83-782

—PREMIER, 1912, 3½ h.p., three-speed gear and clutch, good solo or sidecar mount, bargain, £25. Elce and Co., 15 Bishopsgate Avenue, Camomile Street, E.C. 83-764

—PREMIER, just enamelled, plated, overhauled, two-speed, free, combination, takes three top gear most hills, accept £30. Timmons, Mansfield. 84-341

1912, <b>ZENITH</b> (Late) 6 h.p. All accessories .. .. .	£34
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1912-3, <b>LINCOLN ELK</b> , 3 h.p., 2-speed, accessories. Almost like new .. .. .	22
1912, <b>HENDERSON</b> (1915 crankshaft bearings, etc.), 7 h.p., 4-cyl., F.E.	38
1913, <b>BAT</b> , and coach-built <b>Sidecar</b> , 8 h.p., 2-sp., all accessories	56
1912-3, <b>NEW-HUDSON</b> , 3½ h.p. J.A.P., 3-speed, in almost new condition .. .. .	32
1914, <b>CARDEN Cyclecar</b> , 5 h.p. J.A.P., disc wheels .. .. .	44
1914, <b>TRIUMPH</b> and <b>Sidecar</b> , 4 h.p., 3-speed, accessories ..	49
1914, <b>HAZLEWOOD</b> , 3½ h.p. twin J.A.P., 3-speed, accessories ..	42
1914, <b>HARLEY-DAVIDSON</b> , 7-9 h.p., 2-speed, in beautiful order	54
1914, <b>DOUGLAS</b> , 2½ h.p., Model "V"	42
1908, <b>TRIUMPH</b> , 3½ h.p. ....	17
1913, <b>DOUGLAS</b> , 2½ h.p., Model R., with semi T.T. bars .. ..	37
1914, <b>RUDGE</b> , 3½ h.p., F.E. Almost like new .. .. .	42
1913, <b>TINY</b> , light car .. .. .	30
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—P.V.-J.A.P. spring-frame combination, 4½ twin, three-speed, £35, no offers. Seen at P.V. Garage, Forest Hill. 83-c257

—RADCO, 1915, two-stroke, 2½ h.p., single-speed, 23 guineas; two-speed, 29 guineas; liberal exchanges or by instalments. Newnham, 223 Hammersmith Road, W. 'Phone 80. 83-c321

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—REX, 3½ h.p., standard model, ball-bearing engine, 1913 B. and B., Bosch magneto, tyres unscratched, new belt, lamp, mirror, just ready for season, bought car, £16 or near offer, appointment. White, 17 Cholmondeley Avenue, Harlesden, N.W. 83-c234

—REX sidette, 1914, 6 h.p., two speeds, coach-built, perfect order, complete, £48. 159 Leam Terrace, Leamington. 83-c244

—REX, 2½ h.p., seen running, great bargain, £4 10s. Speechley, 45 Church Road, Acton. 83-c274

—ROC, 1911, two speeds, handle-starter, coachbuilt sidecar, screen, accessories, £25. Auto Mart, 133 Hammersmith Road, W. 83-p938

—ROVER, 1912½, free engine, in first-class condition, Stewart speedometer, Palmer cord back, Dunlop front, Duco lamp, £24. Parkhouse, 91 High Street, Beckenham. 83-c237

—ROVER, 1914 combination, three-speed, f.e., used very little, as new, £62. Field, 4a Magdalen Street, Oxford. 83-c226

—ROVER sidecar combination, with Rover three-speed countershaft gear, £80. machine only £63. Colmore Depot, 261 Deansgate, Manchester. 83-748

—ROVER, 1913, T.T., 3½ h.p., fixed engine, extra heavy Dunlop back, Dunlop belt, T.T. bars, Brooks 170 saddle, Jones speedometer, big P. and H. lamp, horn, £29. Robinson's, Green Street, Cambridge. 83-769

—ROVER, 1913, 3½ h.p., and Canoelet sidecar, three speeds, clutch and starter, complete with spares, thoroughly sound, £40. P. J. Evans, John Bright Street, Birmingham. 83-778

—ROVER, 1915 models in stock, cash or exchanges. Marston's, 26 and 31 Bridge Street, Chester. 83-792

—SAROLEA, 5 h.p. twin, splendid condition, £15, bargain. Lilley, 54 Arlington Road, Teddington. 83-c311



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1914 3½ h.p. 3-sp. Connaught 2-stroke	33
1913 3½ h.p. Zenith-Green & sidecar	38
2 h.p. Torpedo	16
1914 4½ h.p. T.T. Rudge	33
1913 3½ h.p. 2-speed B.S.A.	36
1914 2½ h.p. Douglas, model U	35
1914 2½ h.p. 2-speed New Imperial	27
1914 2½ h.p. 2-speed New Imperial	26
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1914 8½ h.p. F.E. Rudge	42
1914 5-6 h.p. 3-speed Rudge	52
1912 2-speed Bradbury, and coach-built sidecar	24
1913 5-6 h.p. Chater Lea, 3-speed and coach-built sidecar, spare tyre, speedometer, lamps, generators and horn	62
1911 5-6 h.p. Clutch Zenith and cane sidecar	55
1914 2½ h.p. T.T. Douglas	38
1914 3½ h.p. 2-speed Motosacoche	38

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1913 A.C. Williamson, 2-speed	52
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1914 6 h.p. Clutch Zenith	65
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—RUDGE MULTI, 1912, fitted with sidecar, cash or easy terms, price £36. R. E. Jones (Garages), Ltd., Swansea; also at Cardiff. zzz-455

—RUDGE MULTI, 1915, 3½ h.p., roadster, £58 15s., immediate delivery from stock; exchanges. D. J. Shepherd and Co., Enfield Highway. 83-786

—SCOTT, 3½, and 1914 £13 13s. coach-built dark-green sidecar, electric horn, P. and H. and Lucas lamps, Palmer cords, in splendid condition, new spare tube, full kit tools, etc., combination been very carefully used, £40, only wants seeing. Box No. 5576, care of "Motor Cycling." 83-c335

—SINGER, 1913, 3½ h.p., three-speed, with sidecar, £35, or exchange lightweight. Newnham, 223 Hammersmith Road, W. 84-c254

—SINGER lightweight, magneto, B. and B., in good condition, and bargain, £12. H. N. Webster, North Burton, Hummanby. 83-c220

—SUNBEAM, 1915, 3½ h.p. motorcycle, as list immediate delivery from stock. Rice Bros., Horsham. 83-c302

—SUNBEAM, 1914, 3½ h.p., T.T. model, three-speed gear, handlebar-controlled clutch, ridden approximately 3000 miles, original tyres, lamp, horn, engine guaranteed, £50. Robinson's, Green Street, Cambridge. 83-768

—SUNBEAM agents. 3½ h.p. three-speed 1915 Sunbeams, early deliveries, second-hand Douglas entertained in exchange, approximate allowances see our Douglas miscellaneous advertisement. Robinson's, Green Street, Cambridge. 83-766

—TRIUMPH, T.T. roadster, 1910, can show bill for £4 for engine repairs and overhaul just carried out, in absolutely first-class running order, good tyres and belt, £18 10s.; seen by appointment. Box No. 5347, care of "Motor Cycling." zzz-465

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—TRIUMPH, late 1912, 3½ h.p., free engine, semi-roadster, absolutely perfect condition, fully equipped, various improvements, £28 10s. 164 Broadfield Road, Hither Green, S.E. 83-c268

—TRIUMPH, 3½ h.p., seen running, great bargain, £12 10s. A.S., 45 Church Road, Acton. 83-c276

—TRIUMPH, 1912 (late), clutch model, all accessories, lamp, horn, speedometer (Cowey), only ridden 4000 miles, £20. Box No. 5571, care of "Motor Cycling." 83-c280

—TRIUMPH, 3½ h.p., 1911, free-engine clutch, Bosch magneto, splendid condition, enamel, plating like new, very fast, powerful, all accessories, mirror, watch, £24 10s.; coach-built nearly new sidecar, £5 10s., bargain, nice combination. 45 Charles Street, Commercial Road, E. 83-c294

—TRIUMPH, 3½ h.p., £20, accept good cycle in part. 66 Greyhound Lane, Streatham, S.W. 83-c296

—TRIUMPH, 1914, three-speed model, complete Jones speedometer, headlamp, horn, tools, etc., perfect mount, £43. Marshall, 4 Queen's Row, Camberwell Gate, London, S.E. 83-c333

—TRIUMPH, 1911, ready for road, good order, what offers in cash. Bird, Star, Cheveley, Newmarket, Cambs. 83-c218

—TRIUMPH, 1909, 3½ h.p. free engine, £24. Wilkins, Simpson, 11 Hammersmith Road, London. 84-p987

—TRIUMPH Junior, 1915 model, 2½ h.p., just arrived from works, immediate delivery, £42. Wilkins, Simpson, 11 Hammersmith Road, London. 84-p981

—TRIUMPH, 1914, with 1914 Corvette sidecar, 4 h.p., three-speed model, complete with three lamps, Cowey speedometer, Lucas horn, two new Bates tyres, guaranteed as new both internally and externally, expert examination invited, cost over £82, sacrifice for £58, no offers. Spikins, 365 Green Street, Upton Park, London, E. 'Phone, East Ham 303. 83-c300

—TRIUMPH, 1911, tank re-enamelled, recently overhauled, £24. 8 Old Road West, Gravesend. 83-c308

## A Tribute

Prospective advertisers and progressive business men will find food for thought in the following letter from Messrs. E. A. RADNALL & CO. It proves unmistakably the business-getting powers of "Motor Cycling," and the ramifications of its world-circling circulation.

The Manager,  
"MOTOR CYCLING,"  
7, Rosebery Avenue, London,  
E.C.

Dear Sir, 2nd Feb., 1915.

It is not our custom to give solicited or unsolicited testimonials to firms with whom we do business, but we feel constrained to write you respecting the excellent results obtained from our advertisements in "Motor Cycling." Since we first introduced our well-known "Radco" Lightweight Motor-cycle the major portion of our publicity has been confined to your journal purely on account of the business-pulling power of "Motor Cycling." The amount of overseas business has been really surprising to us, and enquiries have reached us from all parts of the world, including Java, Nigeria, Lagos, South America, South Africa, Punjab, Bombay, Bangalore, Shanghai, Cyprus, Madras, Australia, New Zealand, etc., etc. We sincerely trust that "Motor Cycling," which has always been to the fore in booming every phase of the movement to the benefit of the manufacturer, will continue to hold its position as the pioneer motor-cycling journal.

Yours faithfully,  
p.p. E. A. RADNALL & CO.,  
ROBERT B. BODEN.

The Best Books of Instruction—Active Service Essentials only described. Written and illustrated by the staff of "The Regiment."

Now on Sale:

HOW TO USE A RIFLE OR PISTOL.  
ARMY DRILL MADE EASY.  
ACTIVE SERVICE HINTS.  
SIGNALLING AND MAP READING  
"FOR FOREIGN SERVICE"  
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ENTRENCHING MADE EASY

6d. net, post free 7d.

TEMPLE PRESS LTD.  
7-15, Rosebery Avenue, London, E.C.  
Wholesale: E. J. LANEY, 30, Paternoster Row, London, E.C.



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Condition.*

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Standard	26 x 2	14/-	19/6
	26 x 2½	14/6	22/6
	26 x 2½	18/-	25/-
Model de Course	26 x 2½	17/6	30/-
	26 x 2½	19/6	31/3
	26 x 2½	21/-	33/3
T.T. Basket Pattern	26 x 2	16/9	23/3
	26 x 2½	19/-	26/6
	26 x 2½ x 2½	20/-	28/-
	26 x 2½	20/9	28/9
	26 x 2½ x 2½	20/9	28/9
	28 x 2½	22/6	30/6
	28 x 3	29/9	41/3
	26 x 2	20/9	29/9
	26 x 2½	24/6	34/-
	26 x 2½	27/-	37/6
	26 x 3	29/9	42/3
Combination	26 x 2½	36/-	50/-
	26 x 2½ for 2½	40/6	54/6
	26 x 2½	39/6	54/6
	26 x 3	45/-	62/9
	28 x 2½	40/6	59/-
	28 x 3	49/6	66/3
Autobi Basket Patt.	650 x 65	29/9	39/6
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Lightweight	24 x 2	9/-	18/9
	26 x 2	9/6	19/3
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26 x 2½ heavy non-skid	35/-	42/-
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## BEST ENGLISH MAKE

(cannot advertise name) —		
650 x 65 Pillion rubber-studded	18/-	50/-
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26 x 2½ wired-on, ribbed	18/6	37/6
26 x 2 wired-on, rubber-studded	16/-	30/-

We offer a 3/- Outfit free of charge to all purchasers of goods to the value of £1 and over.

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All Goods sent on seven days approval against remittance.  
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26 x 2½ Dreadnought	30/-	47/3
26 x 2½ for 2½ in. Dreadnought	31/6	47/3
26 x 2½ Dreadnought	32/6	50/10
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26 x 2½ for 2½ in. de Luxe,		
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26 x 2½ A Won	21/-	35/-
26 x 2½	21/6	36/6
26 x 2½	22/6	37/6
26 x 2 B grade	12/6	25/-
26 x 2½ extra heavy Tubes	4/9	7/9
26 x 2½ extra heavy Tubes	5/9	

## WOOD-MILNE—

26 x 2 Steel-studded	15/-	32/6
26 x 2 Grip Rib	12/6	26/6
26 x 2 Rubber-studded	10/-	23/6

## MIDLAND—

26 x 2½ for 2½ three ribbed,		
extra heavy	27/6-	40/-

## TUBES.

CONTINENTAL.		Our Price.	Usual Price.	
26 x 1½	...	4/6	6/6	Butt
24 x 2	...	5/-	6/6	
26 x 2	...	5/3	7/3	
26 x 2½	...	6/-	7/9	
26 x 2½	...	6/6	8/6	Ends
26 x 2½ x 2½	...	6/9	8/9	
26 x 2½	...	6/9	8/9	
26 x 3	...	8/9	10/6	1/6
28 x 2½	...	7/3	9/9	extra
650 x 65	...	7/9	11/6	
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## ELITE BEST QUALITY (guaranteed)

26 x 2	4/6	
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26 x 2½	6/-	
26 x 3	7/3	Butted, 1/3 extra
28 x 2½	7/3	
28 x 3	8/3	

## BELTS.

CONTINENTAL—		Our Price.	Usual Price.
1 in. section	foot	1/6	2/2
1 in. "	"	1/3	1/11
1 in. "	"	1/1	1/7

## BEST ENGLISH MAKE

(cannot advertise name) —  
1 in. section (in 7 ft. 6 in. lengths)  
foot 1/- 1/11

## CLINCHER FLEXIS—

1 in. for 3 in. pulleys	foot	1/-	2/2
1 in. "	"	1/-	1/9

## SHAMROCK GLORIA—

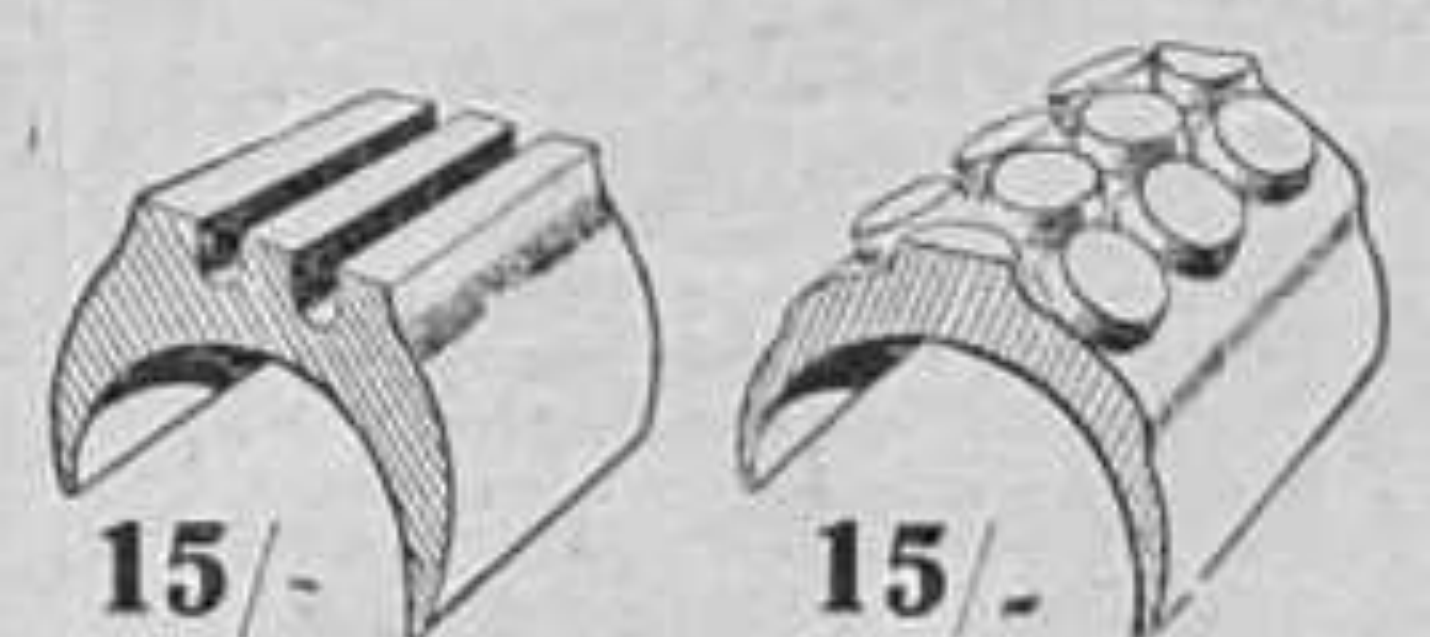
1½ in section	foot	1/6	2/6
1 in. "	"	1/1	2/2
1 in. "	"	1/-	1/11
1 in. "	"	11d.	1/7

## AVON (old pattern)—

1 in. "	10d.	1/3
1 in. "	11d.	1/6
1 in. "	1/2	1/9
1 in. "	1/3	2/-
1½ in. "	1/6	2/6

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Special Heavy	15/-
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These treads when fitted make the cover equal to the heaviest cover manufactured.  
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—TRIUMPH, 1914, 4 h.p., T.T. model, almost new, property of an officer now on service, price £36. Lovett, Tudor House, Chigwell, Essex. 82-773

—TRIUMPH, in good order, thoroughly overhauled, £18; another similar machine, with accessories, £20; T.T. Triumph, £27; three-speed Triumph, Sturmev-Archer, £28; 1914, 4 h.p., as used by War Office for despatch rider, £43. Colmore Depot, 31 Colmore Row, Birmingham. 83-809

—TRIUMPH, 1915, model C, in stock. £60 cash or exchanges. Marston's. 26 and 31 Bridge Street, Chester. 83-793

—VELOCE, patent, 2 $\frac{1}{2}$  h.p., two-speed, free engine, kick starter, forced lubrication, new, price 35 guineas. Veloce, Fleet Street, Birmingham. 85-b234

—VELOCETTES, 1913, belt and chain-drive lightweights, in stock for immediate delivery, 25 guineas and 32 guineas, extended payments arranged and exchanges. Newnham, 223 Hammersmith Road, W. 'Phone, 80. 89-619

—VELOCETTE lightweight, two-stroke, single speed, 25 guineas, two-speed chain drive, 32 guineas. Delivery from stock. The Exeter Motor Cycle and Light Car Co., Ltd., 7 Bath Road, Exeter, and 28 Tavistock Road, Plymouth. 83-812

## Practical testimony

Maidstone, Kent.

19th February, 1915

Dear Sirs,—The Zenith Motorcycle is still running well and giving no trouble in spite of the awful condition of roads and weather this winter. I find the Stanley Spare Link a great acquisition, especially when running on low gear; it will save its trivial cost many times in bells. Yours, etc., A. T. BONNER.



### The Stanley "Spare Link"

Fills a gap in more senses than one. It is indisputably the best means of lengthening a short belt. Conserves power, avoids pulley wear, and keeps the belt ends good. Further, as it compels the belt where joined to describe a perfectly circular path round even the smallest pulley, the belt ends do not pull out, the pulley is not damaged, and there is no slip. Try one with YOUR belt. Fits any hook fastener.

Costs 1/- of all Agents.

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Inventors of the Original Hook Fastener and other practical Belt Aids,

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—VELOCETTE, all 1915 models in stock from 25 guineas. Marston's, 26 and 31 Bridge Street, Chester. 83-794

—VINDEC, 5-6 twin, and sidecar, Bosch, Mabon, B. and B., lamp, spares, new tyres, £17, snip. 51 Elliott Road, Chiswick. 83-c287

—WANDERER, 3 h.p. twin, magneto, adjustable belt tension, £16; ditto, £20; 1 $\frac{1}{2}$  h.p. single-cylinder ditto, soiled only. £20, extended payments arranged. Service Co., High Holborn, London. zzz-265

—WILLIAMSON combination, two-speed, kick starter, two spare covers (unused), first offer over £50. Bond, Bishopston Terrace, Stockton-on-Tees. 83-c78

—ZENITH, 1913, 6 h.p., and sidecar, all accessories, like new condition, bargain, £40. 140a Camden Road, London, N.W. 83-c239

—ZENITH, 1913, 6 h.p. J.A.P. engine, excellent condition, Chater Lea sidecar, very fast, £45, all accessories. 87 Tower Bridge Road. 83-c240

—ZENITH, with latest sidecar, new tyres, inspection invited, reasonable offer accepted. 362 Green Lanes, Finsbury Park. 83-c262

—ZENITH, 6 h.p., clutch, kick starter, etc., underslung c.-b. Canoelet sidecar, all accessories, nearly new, £55. Hayes, 1 Eccleston Bridge Place, Victoria. 83-c288

—ZENITH, 6 h.p., with sidecar and all accessories, complete, £45. Barnes Motor Garage (opposite Red Lion), Barnes, S.W. Telephone, 1743 Hammersmith. 83-801

—ZENITH-GREEN T.T., 1913, 3 $\frac{1}{2}$  h.p. Gradua gear, Regal cane sidecar, complete with accessories, powerful and reliable outfit, £37. Elce and Co., 15 Bishopsgate Avenue, Camomile Street, E.C. 83-763

## MISCELLANEOUS MOTOR-CYCLES (unclassified).

—WANDSWORTH Motor Exchange. Cheaper than ever. Minerva, 1 $\frac{1}{2}$ -2, runs well, £4 15s. Exchanges.

—WANDSWORTH. Rex, 1910, 3 $\frac{1}{2}$ , magneto, good tyres, nice order, £14 10s. Exchanges.

—WANDSWORTH. Minerva, 3 $\frac{1}{2}$ , magneto, low built, ready for road, cheap, £12 15s. Exchanges.

—WANDSWORTH. Peugeot, 7 h.p., twin, magneto, powerful machine, great bargain, £15 15s. Exchanges.

—WANDSWORTH. Chater Lea-Brown, 5-6, twin, magneto, No. 9 frame, fine machine, £18 18s. Exchanges.

—WANDSWORTH. Roc, 4 h.p., magneto, two speeds, free, handle starting, beauty, £18 10s. Exchanges.

—WANDSWORTH. N.S.U., 3-3 $\frac{1}{2}$  h.p., m.o.v., magneto, fair tyres, running order, £8 15s. Exchanges.

—WANDSWORTH. Premier, 1911-12, 3 $\frac{1}{2}$ , magneto, free engine, splendid condition, £18 10s. Exchanges.

—WANDSWORTH. Zenith-Gradua, 3 $\frac{1}{2}$ -4 J.A.P., magneto, good tyres, sacrifice 20 guineas. Exchanges.

—WANDSWORTH. Calthorpe Junior, latest, 1914, 2 $\frac{1}{2}$ , magneto, two speeds, as new, £19 10s. Exchanges.

—WANDSWORTH. Humber, 2 $\frac{3}{4}$  h.p., good tyres, h.b.c., nice running order, £6 15s. Exchanges.

—WANDSWORTH. Easy terms. Wandsworth Motor Exchange, Ebner Street, Wandsworth Town Station. 'Phone, Battersea 327. 83-p958

## IT'S NICE TO KNOW HOW FAR YOU GO

EVERY Motor-cyclist must keep a tab of his mileage—

The wear of the machine and its parts—  
petrol consumption per mileage, tyre records, and for measuring daily trips and season run.

## The "Veeder" Motorcycle Cyclometer IS THE LAST WORD.



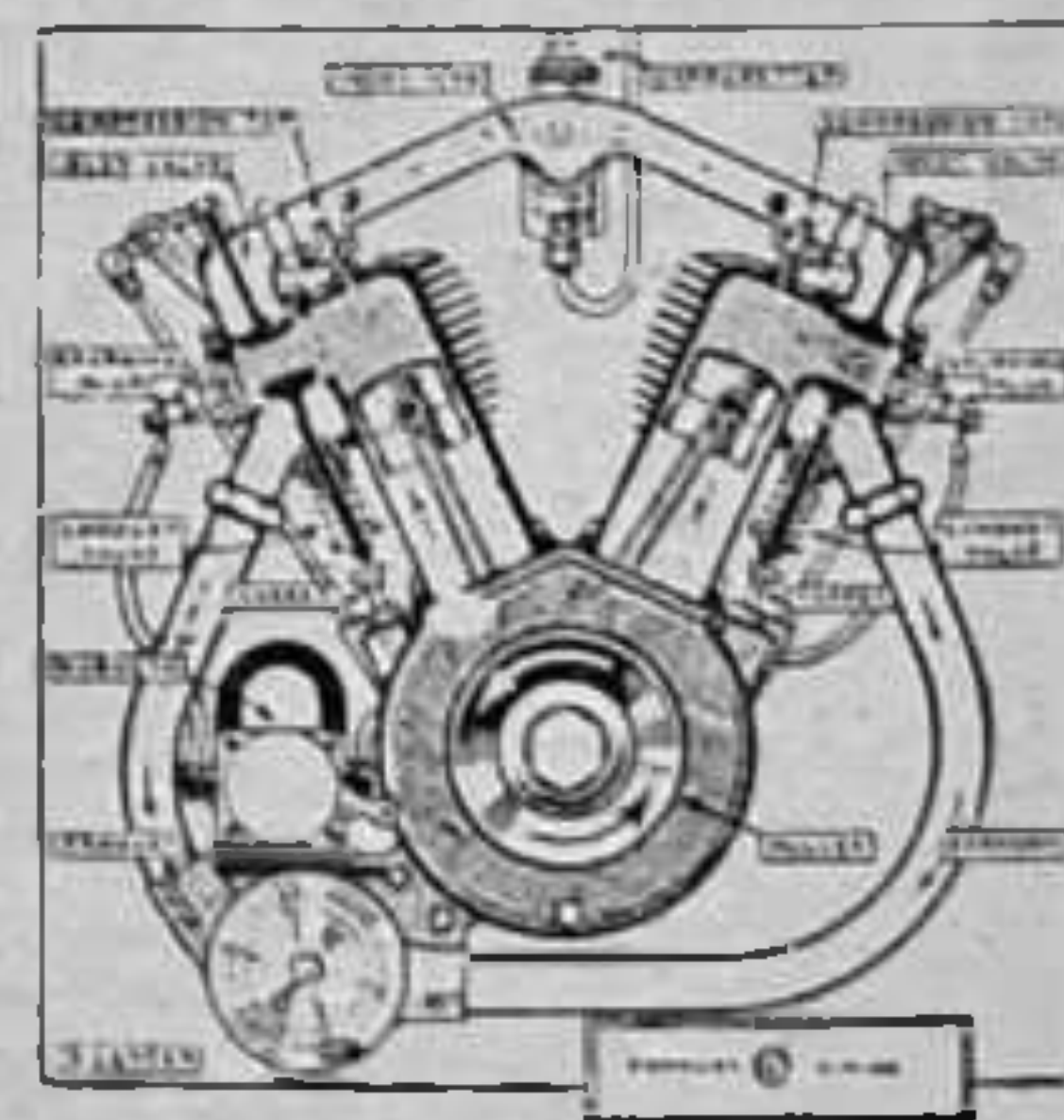
Specially designed, large substantial case construction, stronger mechanism, large and stronger star wheel, cranked adjustable bracket to suit clearance.

The Gear Driven VEEDER at 25/-

Or with flexible shaft and handle-bar attachment, 42/-

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## MODEL OF A TWIN-CYLINDER ENGINE.

Owing to the slight overlap in the position of the pistons, the working of a twin cylinder engine is difficult to realise clearly.

"Motor Cycling" Working Model shows all movements in the pistons of both cylinders, the valves and magneto contact-breaker.

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Make your  
CYCLELook  
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**NEW**  
for the  
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Whilst greatly enhancing the appearance of your cycle by its rich colour and beautiful glass-like appearance, Robbialac gives a surface of exceptional durability, that will resist wear, weather, petrol and grease.

Black and all popular shades.

Prices advanced from 1st April:-

From 1/6 to 1/8

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By post 2/- & 3/9 respectively

Kept by most Cycle and Motor Dealers.

Sole Manufacturers:-  
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**ROBBIALAC**

Why are manufacturers, one by one, adopting the

**Pilot JET?**  
Type of carburetter

## Badcock's By-pass The Pilot Jet,

Fitted to thousands of carburetters of all types during the last three years, has proved conclusively that a pilot jet is essential for:-

- (1) A TICK round when idle.
- (2) Even pulling at low speeds on top gear
- (3) Perfectly easy starting.
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- (6) Maximum results with minimum of air valve manipulation.

Send for interesting booklet on carburation; you will soon send for the By-pass, and add another to my splendid collection of testimonials.

PRICE 10/6. NO SUCCESS, NO PAY.

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THORNTON HEATH.**

STOPS GUARANTEED A YEAR.

EDGES 49 BACK GUARD 49 MUD PROBLEM SOLVED POST FREE SEND FOR LISTE EXTENSION 3/9

**MUD STOPS** Say make of your machine, we will keep you clean

Necessities Mfg. Co., Vine St., B'ham

—IF you want bargains in second-hand machines you can get them at Wauchope's, 9 Shoe Lane, Fleet Street, London.

91-567

—2 h.p. RACY lightweight, battery, very low, all grey, bargain. £6. 165 Kempton Road, East Ham, E. 83-c214

—BARGAIN. 3½ bike, Clatter frame, magneto, B. and B., £7. 53 Brownhill Road, Catford. 83-c256

—3½ h.p. MACHINE, magneto, Clincher, Brooks, B. and B., Lycett's spring forks, fine condition, sell or exchange for good lathe, screw-cutting, countershaft gear in good condition, car engine, w.c., m.o.v., coach sidecar, or anything useful, cash adjustment either way according to arrangement. Send full particulars, etc., to Simpson, Finningley, Doncaster. 83-c328

**CARBURETTERS.**

—1915 BINKS carburetter, unused, accept 30s. Darling, 213 Oswald Road, C.-c.-H., Manchester. 83-c332

**CARS, DUOCARS, TRI-CARS, TRICYCLES, Etc.**

—CARDEN monocoar, 5 h.p. J.A.P., two speeds, fully equipped. £85, or £17 deposit and 12 monthly instalments of £5 19s., less bonus, motorcycles part payment. Service Co., 292 High Holborn, W.C. zzz-758

—CYCLECARS. Anyone wishing to buy a new or second-hand cyclecar should refer to "The Light Car and Cyclecar," the journal of the new motoring, in which examples of all the best known makes are offered for sale. "The Light Car and Cyclecar," 1d. weekly, 7-15 Rosebery Avenue, London, E.C. zzz-824

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—Mr. R. G. NYE will give a written report on any motorcycle, light car, engine, etc.; many years' experience; low fees; easy payments negotiated. 17 Holborn, London. 85-558

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**EXCHANGE.**

—WANTED, motorcycle in part exchange for new furniture, your own price allowed, must be in good condition. furniture catalogue sent post free for 2s. 6d. deposit. Write, giving full particulars, Farrell's, Moyvare, Mullingar. 83-654

—20-30 h.p. BEESTON-HUMBER touring car, runs splendidly, fast, quiet, simple, economical and absolutely reliable, Claudel carburetter, Bosch magneto, gate, bargain, £60, worth £90; part exchange motorcycles, combination. Please call, 10a Waylett Place, West Norwood. 83-p951

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Postal Orders, Cheques, etc., should be crossed and made payable to "Temple Press Limited."

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for New and Second-hand machines  
We are principal agents for all the leading makes of machines and can give immediate delivery of the following:  
**B.S.A., ENFIELD, ARIEL JAMES NEW-HUDSON.**  
**WOLF** (2½ to 8 h.p., 22 guinea model),  
**INDIAN, LEVIS, CALTHORPE, MATCHLESS.**

**SECOND-HAND BARGAINS.**

- 1 **B.S.A.**, 1913, with art cane sidecar, speedometer, lamp, horn, fine order. . . . . £47 10
  - 2 **B.S.A.**, 1912½, 2-speed, with close art cane sidecar, lamp, horn, valuable spares, fine condition, never used during winter months (Sept. to Whitsun). . . . . 47 10
  - 3 **Enfield**, 1911, 4 h.p., coach combination, Lucas lamp, horn, tyres are the original Palmer cords, ridden under a 1,000 miles. . . . . 65 gns.
  - 4 **Bradbury**, 1912½, 3½ h.p., N.S.U. 2-speed and Bradbury art cane sidecar, Dunlop tyres £33 0
  - 5 **Douglas**, 1911 T.T. model N, fixed gear, fine trim. . . . . 33 0
  - 6 **Rover**, 1914½, 3½ h.p., 3-speed combination, Phoenix sidecar, lamp, horn. . . . . 55 0
  - 7 **Brown**, 3½ h.p., 3-speed twin, with coach sidecar, lamp, horn, usual spares. New. . . . . 41 0
  - 8 **Hazel Jap.**, 2½ h.p., red finish T.T. bars, Clincher de Luxe tyres, lamp, horn, very reliable mount. . . . . 24 10
  - 9 **Zenith Gradua**, 1912½, 3½ h.p., with new coach-built sidecar, lamp, horn. . . . . 39 10
  - 10 **Rudge**, 3½ h.p., fixed gear, beautiful order (N.S.U. 2-speed fitted at special price 25 extra.) 28 10
  - 11 **Allday's Matchless**, 1914, 2½ h.p., 2-stroke, footboards, special wide front guard, lamp, horn, in toping order. . . . . 23 10
  - 12 **M.M.C.**, 1909, 2½ h.p., magneto, solo mount, Brooks saddle, Michelin tyres. . . . . 16 gns.
  - 13 **Auto-Wheel**, 1914, Standard model, fine condition. . . . . 10 gns.
  - 14 **Bradbury**, 1911½, 3½ h.p., solo mount, fine order. . . . . £27 10
  - 15 **Rover**, 1913½, 3-speed with Ivy coach-built sidecar, finished in fawn, luggage carrier and accessories, footboards. . . . . 55 0
  - 16 **Humber**, 1911, 2-speed, free engine, with wicker sidecar 25 0
  - 17 **New Hudson**, 1914, 3-strokes, scarcely used, lamp, horn, absolute bargain. Each. . . . . 25 0
  - 18 **New Hudson**, 1914, 3½ h.p., 3-speed countershaft gear, Dunlop front tyre, Kempshall back, art cane 12-guinea sidecar, Miller's lamp, horn, and various spares. . . . . 55 0
  - 19 **Wolf**, 1911, shop-sold, 2½ h.p., 2-speed, Jap. Usual price, 25s. 11s. . . . . 33 0
- Deferred Payments**—5% extra, payable quarter down and the balance in 12 monthly instalments. Special terms to customers paying larger deposits. We guarantee satisfaction to every customer. Make a note of the address:-

**D. C. LAMB,**  
151, High Street,  
**WALTHAMSTOW, ESSEX.**

Telephons—109 Walthamstow.

**What about the Time?**

ADVERTISERS of machines and accessories in "Motor Cycling" Mart are advised to state a definite time when prospective buyers can inspect the articles for sale. This will prevent a host of callers at unsuitable hours, will save much valuable time, and also make for quicker sales.—*Perb. sup.*





—the mount for economical Motorcycling! The "Velocette" is economical to buy and in upkeep—it gives 130 miles per gallon and 250 miles to one charge of oil—and embodies a "no-attention" oiling system. Illustrated Booklet, post free.

VELOCE, Ltd., Fleet St., Birmingham.



—RUDGE, 1913, 3½ h.p., semi-roadster, reliable, speedy machine, £25 10s., exchange lightweight. 164 Broadfield Road, Catford. 83-c269

—DOUGLAS, 1914½, clutch, kick-starter, new condition, sell, or exchange with cash 1914 combination. 21 Packington Street, Islington. 83-c285

—EXCHANGE reflex camera for good sidecar and cash or motorcycle goods. 6 Atherden Road, Lower Clapton. 83-c292

—GOOD cane sidecar for tyres or headlight. Sheriff, Peterboro Avenue, High Wycombe. 83-c265

—3½ HUMBER, 1913-14, and about £10 cash for Scott, 1914, sell £34. Letters, Syd, 96 Acomb Street, Manchester. 83-c327

—PEUGEOT, 2½ h.p., B. and B., h.b.c., £3 15s.; gent's, B.S.A. road racer, £2 10s.; splendid gramophone and 40 double-sided late records, £4 10s., or exchange lot for good engine, twin preferred. 212 Vallance Road, Bethnal Green. 83-c337

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—EXTENDED payments; all makes supplied; lowest terms. Service Co., 292 High Holborn, London. zzz-641

#### FOR HIRE.

—P. and M. two-speed combination, or solo; sidecar driving taught. 41 Ashford Road, Cricklewood. 83-c235

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—RUNBAKEN, efficient magneto repairs by specialists, moderate prices, returned within 24 hours.

—RUNBAKEN, spare parts for Bosch, Eisemann, U.H., etc., in stock, several good second-hand magnetos, send for illustrated booklet.

—REMEMBER that the magneto is the very life of your motor, and when damaged requires special attention by thoroughly skilled workmen; it will, therefore, pay you to send it to us, otherwise irreparable harm may be done through careless handling.

—RUNBAKEN, magneto specialist, 7 Peter Street, Manchester. Phone, 6111 City. Call or write. 92-134

—MAGNETO repairs by manufacturers, all repairs guaranteed, spare parts for any make, prompt delivery. Kenyon and Torrance, 399 Great Western Street, Rusholme, Manchester. Phone, 362 Rusholme. 83-189

## STOP! CUTTING BITS OFF

your belt—the best—quickest—most convenient and dependable way of shortening is to insert a shorter "S" hook supplied with every Standard or Simplex Belt Fastener. Use one of these—



and stop fussing by the roadside. Standard Adjustable costs 1/-. Ordinary 10d. Simplex Adjustable costs 9d. Ordinary 6d. Buy one now.

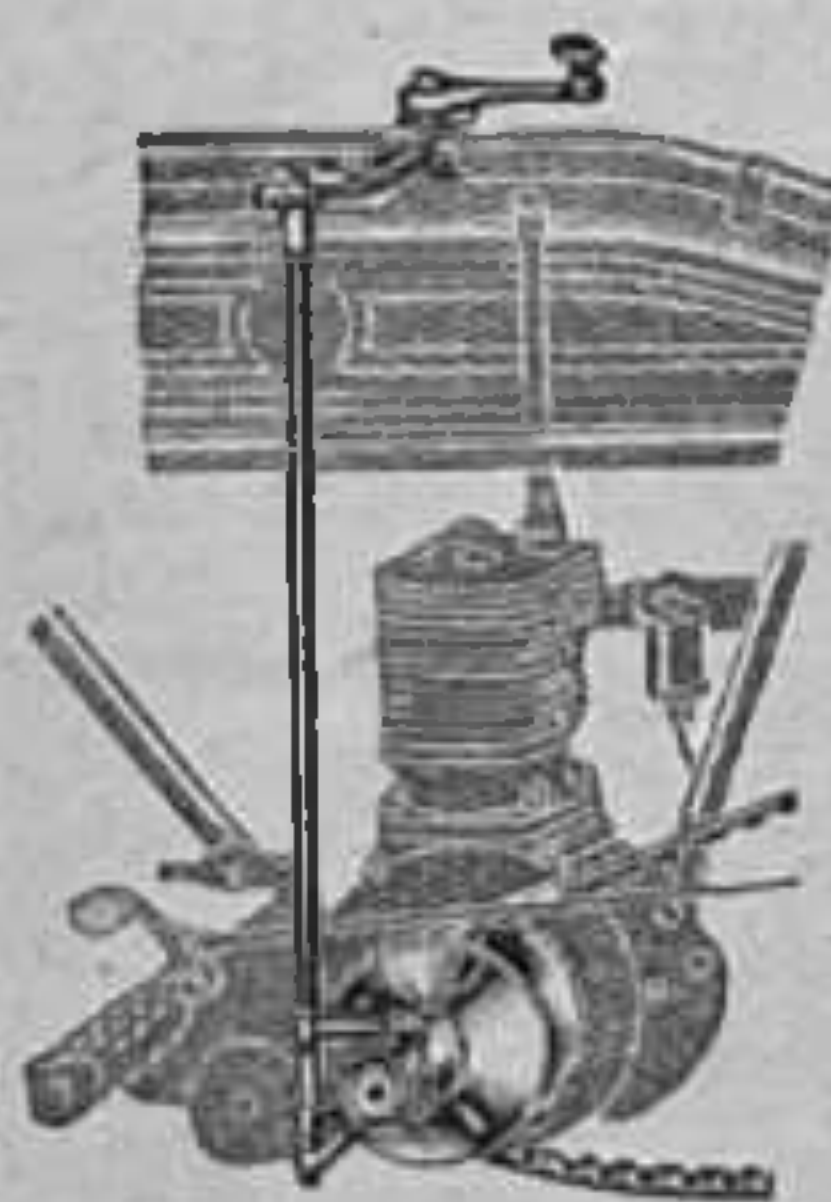
## Standard BELT-FASTENERS

### HERWIN CANNY & Co.

Sole Patentees and Manufacturers  
— of the First Hook Fastener. —  
36, William St., Woolwich, S.E.

Boy, R

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With Free Engine, gives Gears 4-1 to 8-1; Lightweights 10-1. No jockey pulley. No belt slip. Fitted in 2 hours to—

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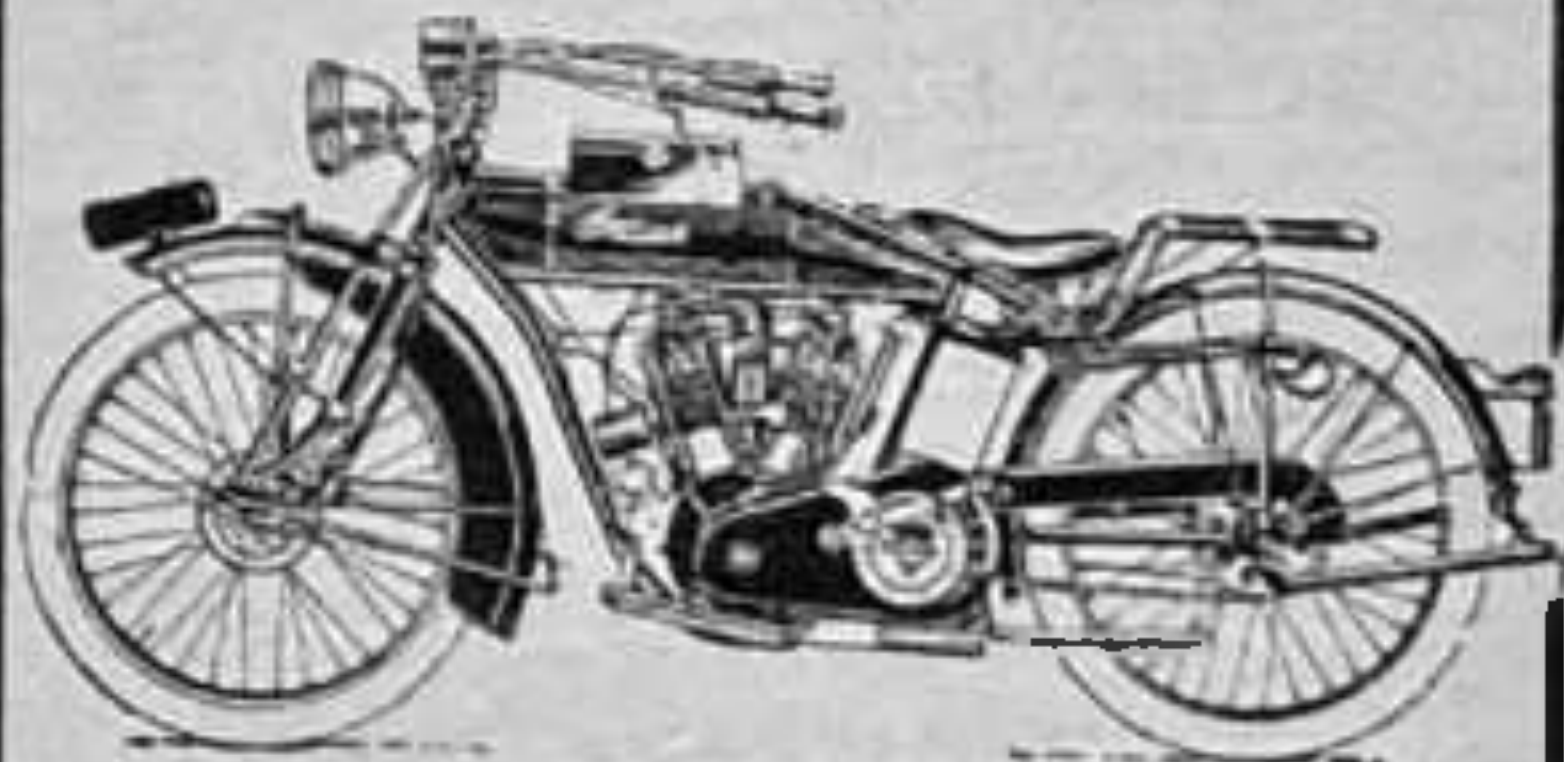
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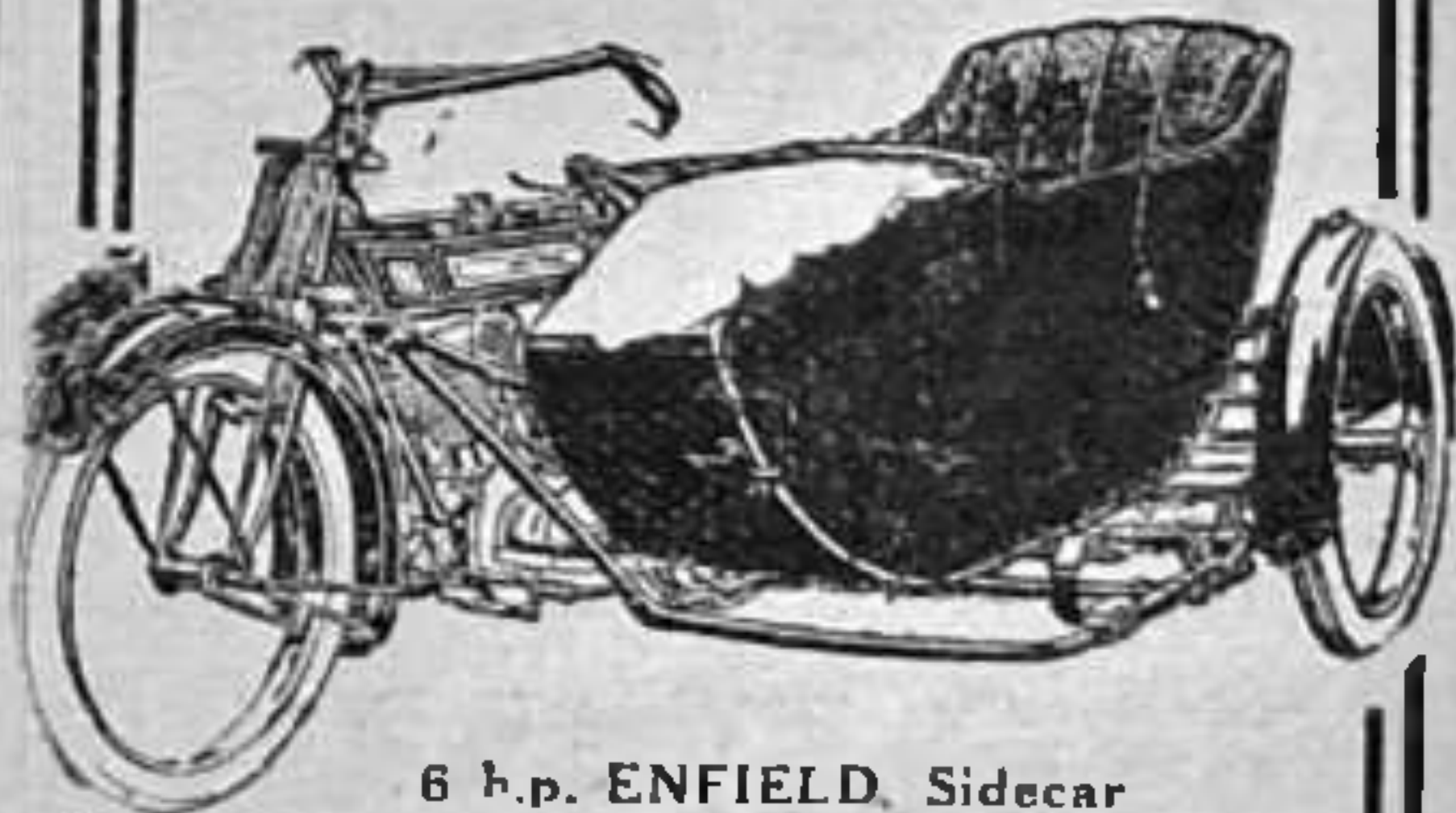
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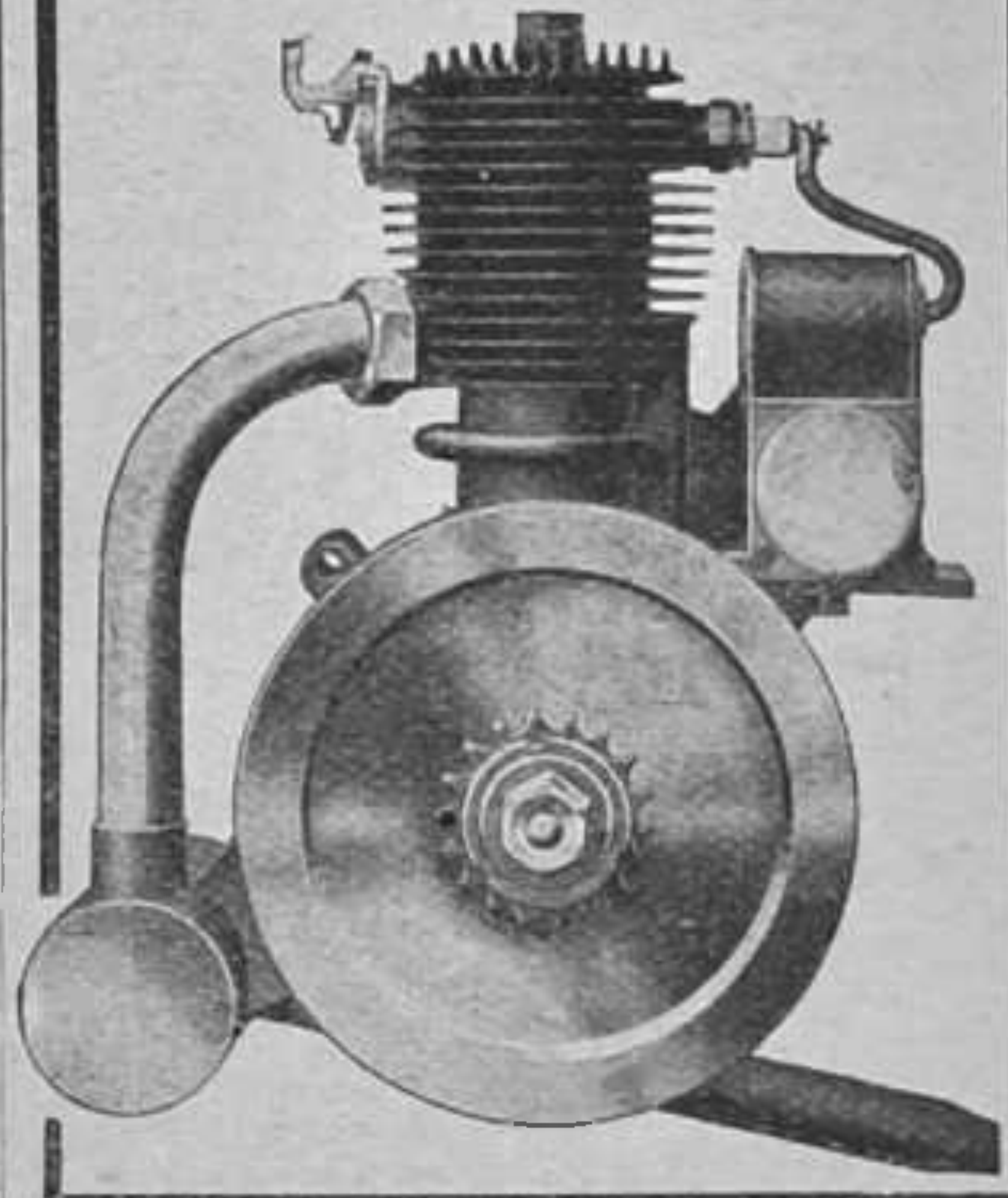
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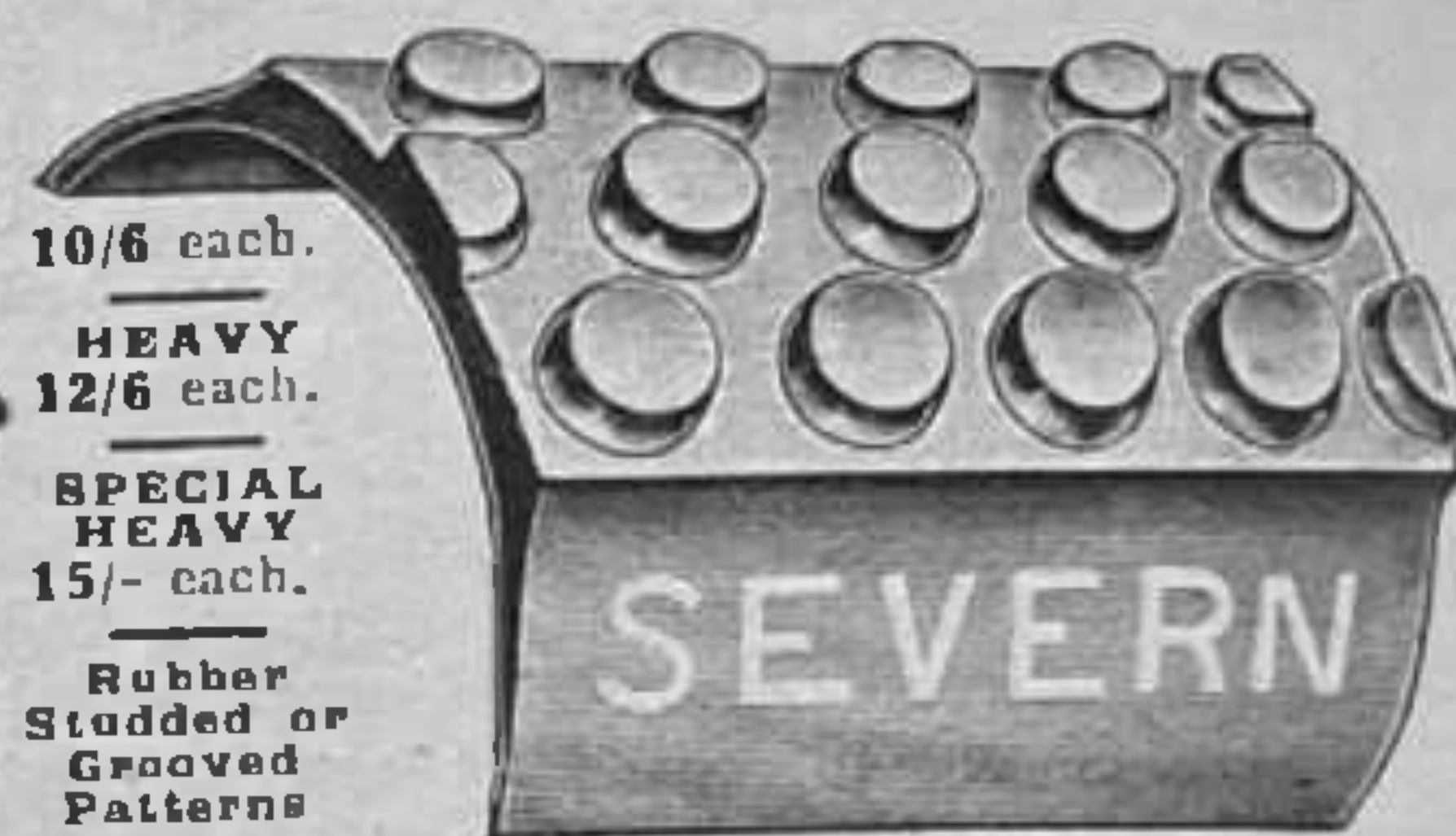
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Would you be kind enough to state that I have been able to come to terms with a gentleman with regard to my advertisement in "Motor Cycling."

I am astounded at the number of replies I have had, and cannot hope to answer every individual one.

Yours faithfully,  
C. W. PIDCOCK.

R. N. Flying School,  
Mess No. 9,  
Eastchurch  
2nd March, 1915.

Dear Sir,

Will you kindly insert advt. in next issue of "Motor Cycling." You will be interested to learn that I have advertised my two machines for sale in "Motor Cycling," and one advt. was sufficient in each case to effect a sale. Advt. overleaf, 2/8 enclosed.

Yours faithfully,  
S. R. AXFORD.

861, Lordship Lane,  
E. Dulwich, S.E.  
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I should like you to accept my thanks as to the real value of my advt. in your most real motor-cyclists' paper. I have had over 30 replies from all over England, which is an excellent result. I have recommended and will continue to recommend your paper to my friends. Trusting you will again accept my thanks, I remain,

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222-21

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—WANTED, motorcycles, spot cash. Wandsworth Motor Exchange, Ebner Street, Wandsworth Town Station.

295-186

—MAGNETOS wanted, second-hand, any condition for cash, best prices given. Parrie, 13 Hardwick Road, Chiswick Park, London, W.

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—RUDGE or Triumph, 1913 or 1914, clutch, must be excellent condition. 65 Clonmore Street, Southfields.

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83-796

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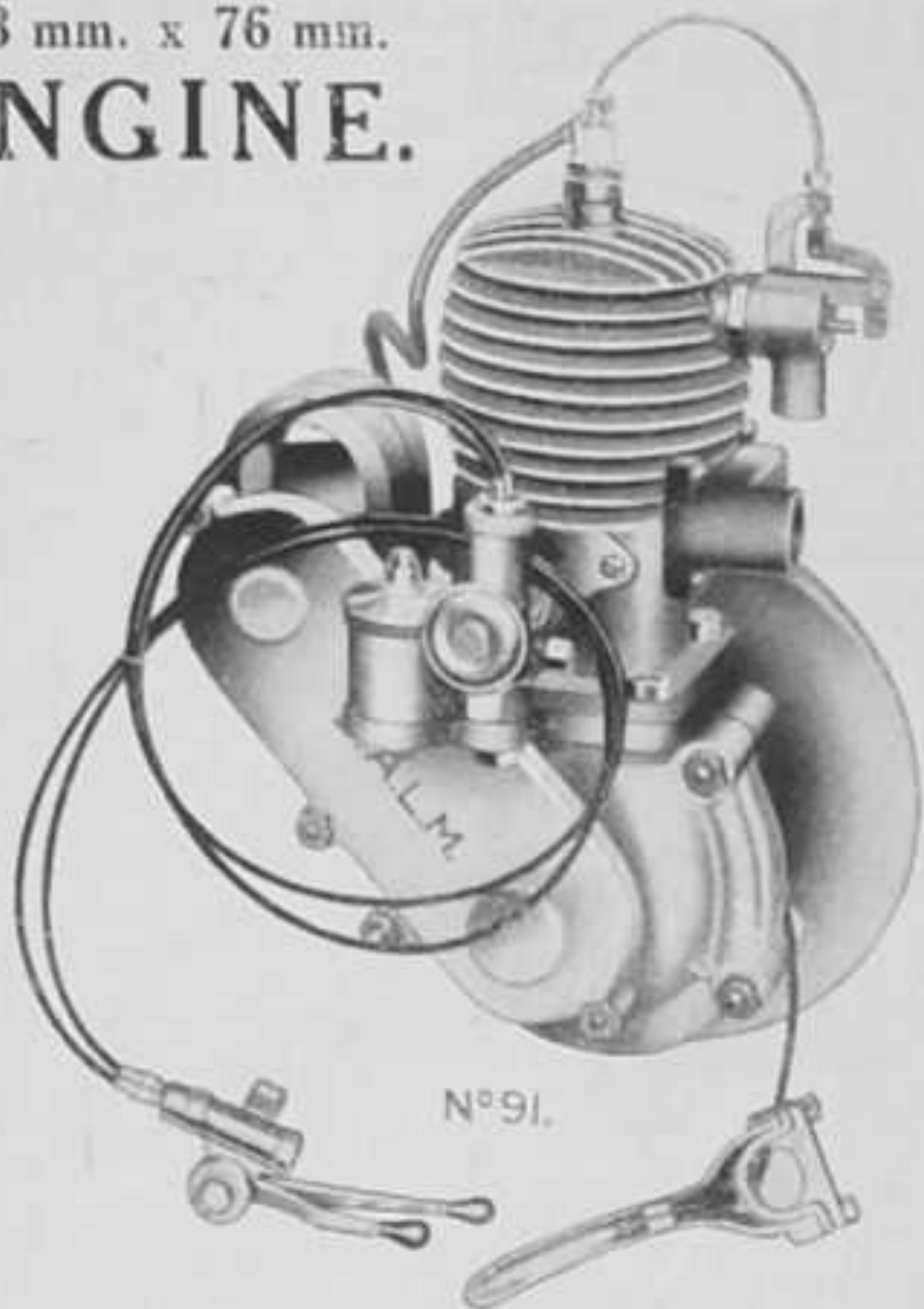
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